



Hongkong Daily Press.

ESTABLISHED 1857

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[651]

No. 17,470. 號十七百四千七萬一第 日二十月四年寅甲 HONGKONG, WEDNESDAY, MAY 6TH, 1914. 三拜禮 號六月五年三國民華中 PRICE, \$3 PER MONTH.

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HAVE YOU NOT TASTED THEM YET?
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Hongkong, 5th May, 1914. [495]

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PORTLAND CEMENT.
In Casks 375 lbs. net.
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Hongkong, 5th April, 1914. [614]

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 3.00 " " 15 " "
3.00 " " 3.10 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
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Every Quarter-Hour.
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8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.45 " " 12.00 noon " " 15 " "
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1.00 p.m. to 3.00 " " 15 " "
3.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
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SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [602]

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BUT NONE LIKE "PANGANI."
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TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

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NORTH BOUND.				SOUTH BOUND.			
Station	Train	Time	Days	Station	Train	Time	Days
Changchun	1.00 p.m.	1.00	Mo, Tu, We	Dairen	1.00 p.m.	1.00	Mo, Tu, We
Harbin	1.00 p.m.	1.00	Mo, Tu, We	Dairen	1.00 p.m.	1.00	Mo, Tu, We
Qiqihar	1.00 p.m.	1.00	Mo, Tu, We	Dairen	1.00 p.m.	1.00	Mo, Tu, We
Changchun	1.00 p.m.	1.00	Mo, Tu, We	Dairen	1.00 p.m.	1.00	Mo, Tu, We

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SOUTH MANCHURIA RAILWAY CO., DAIREN.
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{ No. 2 ... 350 ft. 53 ft. 24 ft.
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FIRST-CLASS RESIDENTIAL and TOURIST HOTEL.
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Every Information and Special Attention given to Tourists.
REASONABLE RATES.
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SURGEON DENTIST.
No. 10, LAQUILAN STREET.
TERMS VERY MODERATE.
Hongkong, 21st March, 1914. [492]

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FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
Telephone 1719.
Hongkong, 18th April, 1914. [588]

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FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

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A permanent, speedy and painless CURE for corns and bunions.

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HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

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HONGKONG OFFICE: 10A, DES VOGES ROAD, C. LONDON OFFICE: 131, FINE STREET, E.C.

The Daily Press.

HONGKONG, MAY 6TH, 1914.

INSTEAD of improving, the currency situation in the neighbouring Province of Kwangtung is steadily growing worse. The market value of a Canton dollar note to-day is about 81 cents in Kwangtung silver currency, and about 29 cents in Hongkong currency. Could anything be said in stronger condemnation of a Government than that its currency is in this deplorable state? It is estimated that the note issue of the Province is between thirty and forty million dollars—there appears to be no precise record—and for this large sum there is absolutely no reserve whatever. How many cleverly forged notes there may be among the stocks held by the people of Kwangtung no one can say. A case which occupied the Courts in this Colony a couple of years ago relating to the forgery of some thousands of Kwangtung notes which were brought here from Japan to be passed into Kwangtung opened the eyes of the public to what was going on and made them extremely reluctant to accept notes. The Canton Government has attempted the most drastic means of getting its notes circulated at their face value. Soldiers have been paid in notes at their face value and they in turn have sought to force them on the shopkeepers. Their *modus operandi* has been to purchase, say, a ten-cent article, tender a depreciated note and demand change. At the present time it works out in this way: that the shopkeeper receives a note from his customer worth 90 cents and under threat of legal punishment he is compelled to give for it 90 cents in silver and the ten-cent article which the customer has ostensibly come to purchase. This is not a hypothetical case: it represents what has in fact been common practice for some time past in the daily business life of Canton. These impudent frauds on shopkeepers are now checked, we understand, by absolute refusal on their part to give change. How seriously this state of affairs affects the business prosperity of the Province requires no elaboration. For a time

the Canton Government set up to the spirit and letter of its orders by itself accepting the notes at their face value. And what has been the result? Take the case of the railway fares on the Canton-Kowloon railway. We imagine that almost the entire takings at the Canton station for some time past must have been in currency notes. The traveller coming to Hongkong would naturally purchase his ticket with Canton Government notes which he is able to buy for one-half or one-third of their face value, and by so doing he is able to do his journey for half the sum which it should properly cost him. We understand that the fullest advantage has been taken of the "good chance" which this state of things offers to the average Chinese, for it has become a common practice to purchase in Canton return-tickets even when the traveller has no intention of returning, for he knows how to sell the return half in Hongkong at a handsome profit. It is the Chinese Government which suffers, and it is the Hongkong Government which benefits, for it practically means that by the time the Chinese Administration has paid to Hongkong, in Hongkong currency, the fixed proportion of the fares of through passengers, practically nothing would remain to them. Realising this by bitter experience, the Canton Government has boldly gone a long way towards repudiating its note issue. That is to say, it no longer consents to accept these notes at their face value, but at a heavy discount. Though this discount is much less than the current market rate, the Canton Government's action is in simple fact a repudiation of its notes. It seems time that the financial affairs of the province were put in the hands of a Receiver, for virtually a state of bankruptcy has been reached. There has been a great deal of talk for some months past about a promise on the part of the Peking Government to remit a sum of ten million dollars for the purpose of rehabilitating the note issue, but this promise has not yet matured. It would certainly do much to relieve the situation, but what Kwangtung seems to need, in common with many other Provinces of China, is a competent and honest administration. Before the Revolution the Province of Kwangtung was making a larger annual remittance to Peking than any other Province of China. Since the Revolution it has remitted practically nothing at all. Why? The taxes are still being collected, and, if we mistake not, certain supplementary taxes which were imposed at the time of the Revolution are still maintained. On the other hand, the Provincial Government has had to bear some additional burden for the maintenance of troops, but the net result should be a substantial surplus. If, instead of sending down Finance Commissioners who know practically nothing of finance, the Government at Peking were to engage a few foreign experts to look into the financial affairs of the Province we have very little doubt that it would result in a vast improvement of the revenue, just as Sir ROBERT DANE'S supervision of the Salt Monopoly is resulting in an astonishing growth in the revenue of the Salt Gabelle. When it is remembered how flourishing the Province of Kwangtung appeared to be before the Revolution, one cannot avoid the impression that there must be something radically wrong somewhere in the administration when the Provincial exchequer cannot be replenished from the ordinary sources of revenue, and when, instead of making a large annual contribution to Peking, the local Government is obliged to beg a hole of ten million dollars in order to rehabilitate its note currency. We suppose the Canton Government will somehow muddle through with this business, but in the general interests of trade it is to be hoped that serious efforts will be made by practical men to find the remedy without further delay. The Canton Government has gone quite far enough towards an absolute repudiation of its note issue: it must, sooner or later, redeem its notes at their face value if the public is again ever to place any confidence in a Government note issue in Kwangtung. In the existing circumstances we should think it would not be impossible for the Government to come to some arrangement with large holders of the notes whereby a certain percentage of them might be exchanged for promissory notes, bearing the endorsement of both the local and national treasury, and payable at some fixed date within the next five years, the promissory notes to bear a moderate rate of interest. We do not know whether any suggestion of this nature has yet been considered, but it seems to us to afford a basis for a possible solution of this very serious problem.

Mr. P. D. H. Grant of the International Bank at Kobe has arrived in Hongkong where he succeeds Mr. M. D. Currie as sub-manager.

Mr. Mee Cheung sends us some good specimen photographs of the burnt-out hull of the *Tai On* as she now lies near Stonecutters' Island.

Police Constable Billbrough, whom Mr. Wood some days ago committed for trial at the criminal sessions on a charge of burglary has been released, the Attorney-General being unable to find sufficient grounds for proceeding with the case.

Mr. A. G. Stephen, manager of the Hongkong and Shanghai Bank in Shanghai, the Mrs. Stephen, came down to the Colony on the R.M.S. *Empress of Russia*. Mr. Stephen takes charge of the Bank for six or seven months during the absence of Mr. N. J. Stabb, who is going home on leave. During Mr. Stephen's absence from Shanghai Mr. J. D. Smart will act as manager in his place.

A meeting of the Sanitary Board was held yesterday. The President, Mr. D. W. Tratman, was in the chair, and those also present were: Col. Irwin; Messrs. P. W. Goldring, Ng Hon Taz; Chan Kai-Ming; Dr. Francis Clark (Medical Officer of Health), and Mr. E. W. Hamilton (Secretary). There was no business of public moment dealt with, but a return which was laid on the table showed that between April 12th and 25th, the latest returns, 2,232 rats were caught in Victoria and 623 in Kowloon. Of the former number, 22 were found to be infected, and of the latter 15 were plague rats.

At the Shanghai Club last week a private complimentary dinner was given to Mr. A. E. Stewart, of the China and Japan Trading Co., Ltd., who is leaving Shanghai on furlough. Mr. Stewart has for a period of twenty-one years been prominently connected with the Shanghai Football Club, for many years as a player, for as many as a member of the Committee, and recently has done valuable service in the capacity of referee. In recognition of his long association with the Football Club, and of his valuable services, he was last week presented with a handsome gold wrist watch, suitably engraved.

SHANGHAI RACES.

SECOND DAY.

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, May 5th.

The results of to-day's racing are as follows:—

THE CHU-KA-ZA CUP.—Three-quarters of a mile.

Mr. John Peel's President (Mr. Heard) 1
Mr. Lamerton's Bonite (Mr. Rowe) 2
Mr. Ellis Kadgorie's Durbar Chief (Mr. J. K. Brand) 3
Time, 1min. 28.4-5secs.

THE MONOLIAN PLATE.—One mile and a half.

Mr. Fritz Breitung's Liebeslust (Mr. Heard) *
Mr. Beckenham's Coccinelle (Mr. J. A. Brand) *
Mr. A. O. Fisher's Springbok (Mr. Burkhill) 3
* Dead heat.

Time, 3min. 15.1-5secs.

THE SHANGHAI DEBY.—One mile and a half.

Mr. Durgor's Concession (Mr. Burkhill) 1
Mr. Spero's Everingham (Mr. Moller) 2
Mr. Oswald's Bartonhill (Mr. Bremner) 3
Time, 3min. 09.2-5secs.

THE RACE CLUB CUP.—Two miles.

Mr. Perry's Perseverance (Mr. Laurence) 1
Mr. Evelyn's Sir Pelles (Mr. Vida) 2
Mr. Lerad's The Night Bird (Mr. Fock) 3
Time, 4min. 18.3-5secs.

THE SICAWAI CUP.—One mile and a quarter.

Mr. G. H. Thomson's Paladin (Mr. Burkhill) 1
Mr. Habitant's Halite (Mr. J. K. Brand) 2
Mr. John Peel's Moffat (Mr. Heard) 3
Time, 2min. 3.2-5secs.

THE CONCORDIA CUP.—One mile and a quarter.

Mr. Oswald's Bentley (Mr. Bremner) 1
Sir Paul's Charm Dahlia (Mr. Burkhill) 2
Mr. Perry's Perturbation (Mr. Laurence) 3
Time, 2min. 38.1-5secs.

THE PEKING STAKES.—One mile.

M. Bennett's The Buster (Mr. Hill) 1
Mr. Thomas' Picadilly (Mr. Lindsey) 2
Mr. C. L. Maxwell's Inkoo (Mr. J. A. Brand) 3
Time, 2min. 4.4-5secs.

THE SHANGHAI STAKES.—One mile and a half.

The B. P. Kongs's The Gay Bird (Mr. J. K. Brand) 1
Mr. Henry Morris's Cornfield (Mr. Stewart) 2
Sir Paul's Royal Rose (Mr. Burkhill) 3
Time, 3min. 12.2-5secs.

THE SPRING CUP.—One mile.

The B. P. Kongs's The Secretary Bird (Mr. J. K. Brand) 1
Mr. Ellis Kadgorie's Selangor Chief (Mr. Dalgarno) 2
Mr. Perry's Nomadic (Mr. J. A. Brand) 3
Time, 2min. 09.1-5secs.

TAN SENG STAKES.—Seven furlongs.

Mr. Heard's Skidoo (Owner) 1
Mr. Oswald's Auld Reckie (Mr. Bremner) 2
Mr. Fritz Breitung's Sky (Mr. Laurence) 3
Time, 1min. 49.1-5secs.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BRITISH BUDGET.

LOCAL TAXATION SYSTEM TO BE RECONSTRUCTED.

REVISED SCALE OF INCOME-TAX.

INCREASED DEATH DUTIES.

LONDON, May 5th.

Mr. Lloyd George, the Chancellor of the Exchequer, in introducing in the House of Commons yesterday the Budget for the year, said that the exceptional prosperity in trade had reached its highest point, while unemployment had been at its lowest. They had been able to meet all Supplementary Estimates and also to realise a surplus of £750,000. He had consulted the best authorities, and believed that there would be slackness in certain branches of trade in the coming year, while other branches would be busier than ever. He estimated that upon existing taxation the revenue would amount to £200,353,000, and that the total expenditure would be £205,985,000, leaving a deficit of £5,632,000.

SYSTEM OF RATING.

The Chancellor dwelt on the urgent necessity for relieving local taxation, as the rates in some districts had doubled in recent years, especially in connection with housing, education, and roads. The present system of rating, he said, was perfectly indefensible; and, moreover, there was great inequality between rich and poor districts. Substantial aid must be given by the Exchequer to save municipalities from bankruptcy, and a new system of valuation and local taxation must be established. The idea of the Government was to establish a national system on a fairer and more impartial basis as between classes and localities. The taxation of site values would form an integral part of the system of local taxation, and Government would insist upon efficient results as a condition of receipt of grants from the Exchequer. Among the grants there would be one for Public Health, while grants for Roads and Education would be raised. The total for Health would be £4,000,000 annually, besides a further grant for fighting tuberculosis, the training of nurses, for laboratories and the diagnosis of diseases. The increase in the Education grant would be £2,760,000, and would cover the feeding of necessitous children, and physical training. There would also be a grant of £1,250,000 to facilitate the working of the Insurance Act. The grants would commence in December, and would mean adding £4,218,000 to the deficit and, allowing for margin, he would have to raise the total deficit to £9,800,000. He proposed various changes.

INCOME TAX.

The income tax would remain unchanged for earned incomes up to £1,000, while between £1,000 and £3,000 it would range from 10d. to 1s. 4d. The tax on unearned incomes would be raised to 1s. 4d. and a super-tax would be operative on incomes from £3,000 and upwards, upon a graduated scale, rising to 1s. 4d. Thus some incomes would pay 2s. 8d. in the 2. The ordinary income tax would yield £25,250,000; the super-tax would yield this year an additional £2,500,000, and would ultimately yield £7,750,000. He hoped to obtain another £250,000 from income tax on investments abroad.

INCREASED DEATH DUTIES.

The Chancellor announced that the death duties on estates of between £50,000 and £200,000 would be increased by 1 per cent, while the maximum would be raised to 20 per cent. These would produce £850,000; and the Settlement Estate Duty £150,000. All these made a total of £1,000,000. He thus had to find another £1,000,000, which would be taken off the Sinking Fund. The "new proposals," said the Chancellor, marked a decisive step towards the happiness and efficiency of the people, and the greater strength and honour of the nation.

The Chancellor's speech occupied 22 hours in delivery.

The Budget statement was not followed by the usual debate, discussion being adjourned till further figures and information are submitted to the House with reference to the new proposals.

COMMENTS ON THE BUDGET.

The comments on the Budget are on Party lines. The Liberals describe it as epoch-making, as was the Budget of 1909. They dwell on the principle that the rich man must pay. The Unionists accuse the Government of vote-catching and reckless finance.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

COUNT OKUMA AND THE ANGLO-JAPANESE ALLIANCE.

AN ECONOMIC ALLIANCE IN CHINA DESIRED.

LONDON, May 5th.

The *Times* correspondent at Tokyo telegraphs that Count Okuma, the new Premier, in the course of an interview, dwelt on the importance of the Alliance with Great Britain as the centre of authority in the Far East, and urged its development into an Economic Alliance in China—the one Ally to supply the money and the other to aid by means of its intimate knowledge of Chinese matters and other advantages due to geographical propinquity.

FALSE WIRELESS MESSAGES.

LONDON, May 5th.

Unreliability is felt in connection with the wireless message about the *Siberia*. There have been several cases of false alarms, which are making shipmasters chary of rushing to assist.

GERMAN SHIPPING AGREEMENT FOR EAST ASIA.

HAMBURG, May 5th.

The Norddeutscher Lloyd and the Hamburg-Amerika Linie have concluded a working agreement for East Asiatic business.

JAPANESE NAVAL MISSION TO FRANCE.

BRESE, May 5th.

Captain Nakajo and Lieutenant Hori of the Japanese Navy, have arrived on a mission. They have visited the Maritime prefecture and were authorised to visit the arsenal and Naval school.

THE LATE DUKE OF ARGYLL.

LONDON, May 5th.

The body of the late Duke of Argyll will be taken to Westminster Abbey on Thursday.

Their Majesties and other members of the Royal family will attend the Memorial Service on Friday.

On Saturday the funeral will take place in Scotland.

COURT MOURNING TO BE SUSPENDED.

DANISH ROYAL VISIT TO ENGLAND.

LONDON, May 5th.

Court mourning will be suspended from the 9th to the 13th inst. the occasion being an official visit of the King and Queen of Denmark to England.

THE MEXICAN CRISIS.

WASHINGTON, May 5th.

General Funston reports that 10,000 Federals are now in the vicinity of Vera Cruz, where some of them are entrenching.

AN ENGLISH BYE-ELECTION.

LONDON, May 5th.

Mr. Masterman, Chancellor of the Duchy of Lancaster, who was defeated recently at Bethnal Green bye-election, has been invited to contest Ipswich in the Liberal interest, which seat is vacant owing to the sudden death of the Rev. C. Sylvester Horne in Canada.

AN EXAGGERATED REPORT.

PERTH, W.A., May 5th.

An investigation of the report of missionaries in the Drysdale River being massacred shows that the mission was attacked on April 4th, but there was no loss of life.

DERBY BETTING.

LONDON, May 5th.

The latest London betting on the Derby is as follows:—11 to 4 Kennymore; 4 to 1 The Tetrarch; 8 to 1 Black Aster.

A TRAMWAY TO SUMMIT OF FUJI.

A JAPANESE PROJECT.

It is reported that Mr. Tani, son of Baron Tani, one of the most distinguished educationalists in Japan, and six others have applied to the authorities for permission to lay a tramway from Gokemba to the summit of Mt. Fuji. If permission is given, the promoters intend to establish a company with a capital of ¥1,600,000. The distance covered by the line will be 15 miles 40 chains, and it is proposed to charge a return fare of ¥5. *Japan Gazette.*

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "TAI ON" PIRACY.

COMMENTS IN PARLIAMENT.

LONDON, May 5th.

In the House of Commons yesterday Mr. Foll, (M.P. for Great Yarmouth), suggested that the destruction of the *Tai On* was due to the Government's failure to build the new gunboats voted by Parliament for patrolling Chinese rivers. Mr. Winston Churchill replied that, in the absence of particulars, speculation on the subject was useless. The British patrol in the Canton delta was believed to be sufficient for its purpose.

Mr. Arthur Lee (First Lord of the Admiralty in the last Unionist Administration) pressed for further protection in view of the frequency of the pirating of British ships on this route.

Mr. Churchill said an inspection of the *Navy List* would show that a considerable number of ships were employed in the Far East, and he believed that there were a number of gunboats in the West River.

[DER OSTASIATISCHER LLOYD SERVICE.]

CHINA SERVICE.

THE WANT OF MONEY.

PEKING, May 5th.

The Minister of Finance is to conduct negotiations with the Quintuple Group of Bankers for an immediate loan of \$2,000,000, payable in four instalments during the next four months.

THE MANCHUS AND THE CONSTITUTION.

PEKING, May 5th.

The ex-Emperor Hsuan Tung has sent Hsi Hsin to return thanks to the delegates, on behalf of the Imperial family, for inserting the privileges of the Manchus in the revised Provisional Constitution.

LIANG TUNG YEN.

PEKING, May 5th.

The Peking *Jih Pao* reports the departure of Liang Tung Yen to Tientsin, as he is unwilling to take over the portfolio of Minister of Finance; he is, however, willing to take the chair in the pending negotiations on the revision of the Customs Tariff.

AN OFFICIAL POST ABOLISHED.

PEKING, May 5th.

A Presidential Rescript promulgates the abolition of the Post of Secretary-General to the President, at present occupied by Liang Shi Yi.

TIBETAN AND MONGOLIAN AFFAIRS.

PEKING, May 5th.

The Bureau for Tibetan and Mongolian Affairs has been re-organized into a kind of Ministerial Department.

THE PLAGUE EPIDEMIC.

LONDON, May 5th.

The number of cases of plague notified in the Colony last week was 203—132 occurring in the City of Victoria and 71 in the other districts of the Colony. The deaths from the disease during the week numbered 171. All but six of the cases were Chinese, the exceptions being 3 Malays, 1 Japanese, 1 Indian and 1 Filipino.

The total number of cases for the year up to Saturday last had reached 1,013, and the deaths had totalled 911.

OUTLOOK FOR SILVER.

We subjoin extracts taken from Messrs. Mocatta & Goldsmid's circular dated April 3rd:—

The price of silver, which since March 12th had only varied between 26½d. and 26 13/16d. advanced to 26 15/16d. on the 2nd inst. and to 27d. to-day with a steady undertone. Early in the week the announcement that a Chinese railway loan for £8,000,000 had been arranged strengthened the market and made bear sales on China account unattractive; but the market has since been further strengthened by the announcement that the syndicate formed to take over the silver formerly held by the Indian Specie Bank, amounting to about £3,000,000, had disposed of the whole of its holdings. The small arrivals from New York, owing to the troubles in Mexico, have of course largely assisted the syndicate to achieve this, but the fact that in so short a period this large amount in addition to the world's production has been absorbed speaks well for the capacity of the market, and the absence of these supplies from the syndicate may be severely felt should any substantial buying present itself. The quotation on the date the syndicate was formed was 26 11/16d., so that we are on a slightly higher level now and the outlook of the market is certainly healthier than it has been since the Indian Specie Bank originally started its operations.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

EUROPEAN SERVICE.

THE MEXICAN SITUATION.

MEDIATORS AT WORK.

LONDON, May 4th.

It is the aim of the South American mediators between America and Mexico to bring about the abdication of both the Mexican partisan leaders and recognition of a Provisional Government, which is to conduct the affairs of State until the election of a proper President. It is likely that Huerta will accept this proposal as his situation has become untenable since the occupation of Vera Cruz. His adversary, Carranza, shows no inclination to yield.

BERLIN, May 4th.

The reports of the impending resignation of Huerta are strengthening; it is said that he intends to leave the country from Puerto Mexico on board a French or Spanish cruiser.

SUCCESSFUL CONSCRIPT LEVY IN GERMANY.

BERLIN, May 4th.

The levy of conscripts in Germany of the class of 1913 has shown a surplus of 33,000 able-bodied men, over and above those already required for augmentations.

MOBILISATION IN ALBANIA.

BERLIN, May 4th.

The Prince of Albania has mobilized 10,000 men in order to suppress the bandits in Southern Albania. The response to the call for volunteers is very satisfactory.

THE ALLEGED ESPIONAGE BY GERMAN AERONAUTS.

BERLIN, May 4th.

The German aeronauts at Perm have been released on bail and have returned to Germany.

TRIAL MOBILISATION IN RUSSIA.

BERLIN, May 4th.

The Czar has ordered a trial mobilisation in two districts, and the calling up of the reserves in two further districts of Southern Russia.

GENERAL V. LIMAN.

BERLIN, May 4th.

General v. Liman left for Smyrna on duty as Inspector General of troops.

DEATH OF THE DUKE OF ARGYLL.

LONDON, May 4th.

The death of the Duke of Argyll, son-in-law of the late Queen Victoria and uncle of H.M. the Kaiser, places the British and German Courts into mourning.

The late Duke was President of the British-German Friendly Society.

H.A.L. AND N.D.L. AGREEMENT.

BERLIN, May 4th.

Negotiations begun between the Hamburg-American Line and the North German Lloyd with the view of re-establishing their joint working of the North American and East Asiatic traffic, have resulted in an agreement.

THE KAISER LEAVES CORFU.

BERLIN, May 4th.

H.M. the Kaiser leaves Corfu on the 6th inst. and will pay a short visit to H.E. Baron Mumm v. Schwarzenstein, ex-Ambassador to Tokyo, at his castle near Portofino in Liguria.

THE BRITISH MEDITERRANEAN SQUADRON.

BERLIN, May 4th.

The British Mediterranean Squadron, visiting the Austrian Adriatic Ports, met with an extremely cordial reception.

TURKISH PRINCES TO JOIN THE GERMAN ARMY.

BERLIN, May 4th.

Four Turkish Princes will enter the German Army.

"TAI ON" DISASTER.

OFFICIAL ENQUIRY AT THE MARINE COURT.

GRAPHIC STORIES BY SURVIVORS.

The official enquiry into the circumstances attending the disaster to the s.s. *Tai On* began at the Marine Court yesterday, before Commander Basil Taylor, R.N. (Marine Magistrate, President of the Court); Lieut. T. D. Sharp, R.N. (H.M.S. *Tamar*); Messrs. T. F. Wheeler (master *Kumang*); J. W. Evans (master *Hatman*); and John Robinson (master *Sungliang*).

Robert Henry Wetherell, master of the *Tai On*, deposed that he left Hongkong bound for Kungmoon at 7 p.m. on the 29th April. The *On Lee* left her wharf a few minutes after witness' vessel, and was close astern of the *Tai On* in the Central Fairway. She must have passed him later, as he saw no more of her. Witness turned in when past the fairway buoys, handing over the ship to the mate and the No. 1 pilot. He did not sleep—in fact he never could sleep at that time on the vessel—but lay down, and smoked. Near about 10.10 p.m. he heard yells, shouts, and shots coming from both sides of the boat deck, where his cabin was. Witness immediately jumped up, and seized his gun—a 10 bore shot gun loaded with duck shot—and rushed out by the after door. As he got out, he was going over to starboard when he was met by a Chinese, who at once turned round and ran back. Going over to the port side witness found a Chinese struggling with the Chief Engineer. He did not know whether it was then or later that the Chief Engineer told him that he was wounded. Witness shot the man who was tackling the Chief Engineer, and he dropped over backward—dead. Witness then went on to the bridge and saw a Chinese on the rails of the starboard side, either climbing up or down. Witness shot him also. The Portuguese guard must have fired at him at the same time, and the man dropped on to the forecastle. The Chief Engineer came into witness' cabin, and he began to re-load for him. Witness picked up two loaded revolvers which were in his cabin and went out to the grille, which was made of expanded metal, with barbed wire. He fired a few shots into the pirates, and then went forward to the bridge and shot another man whom he found there. He secured his shot-gun and fired alternately starboard and port side at the people aft. He kept on like this, dodging from side to side, and the pirates also kept on firing. Witness did not know how he escaped being hit. Subsequently witness went on to the bridge, and saw there were no more pirates there. He told the mate to guard the bridge and not let anyone get up forward. Meanwhile, he had got the doors in the foremost grille shut and locked. The two Portuguese watchmen were on either side of the foremost grille. They were firing at the people aft. They were each armed with a .38 revolver and a Winchester repeater. The Chief Engineer was in witness' room all the while loading for him. Unfortunately the shot gun became jammed, and he had to use a Winchester for a time. Directly the first rush had been repelled, witness and the mate got out the signal rockets and fired them at intervals in the shooting. The pirates were firing at the officers from aft all the time. The starboard rocket tube burst at the first round, and witness was hit in the chest. He fired the remainder from the port side. He added that the vessel was about a mile to the north of the fishing stakes off Ki Au when the attack took place. Witness did not think the engines were working after the fighting; he could not hear them. The engine-room telegraph rang up while the fighting was in progress, and witness telegraphed "Full speed ahead," but got no reply. At the same time he ordered "Hold hard a part," but the wheel could not be moved owing to the steering gear having been put out of order. The pirates stopped the dynamo while the firing was going on, and all lights went out. After about 20 minutes the fire slackened off, and then ceased. When the lights went out, the Chief Engineer lit an oil lamp in witness' room, and came out on the bridge, bringing out a supply of ammunition. About five minutes after the firing had ceased, witness noticed flames bursting out just before the funnel, and heard much shouting and yelling down below. It appeared that the ship had been set alight in two or three places. Witness unlocked the door in the foremost grille for the mate and Chief Engineer to get their lifebelts, which were in their cabins above the foremost grille. Mr. MacCartney secured a lifebelt, but the mate did not; he did not know why. By this time the flames had burst through the skylights, but the officers' cabins had not caught. They began to clear away the

wooden covers of the boats, and throw them overboard for the support of the people in the water. The passengers had been jumping overboard in numbers from the time the flames first burst forth. Witness saw no junks or sampans anywhere about. Before the firing ceased and the ship caught fire, and while he was still firing rockets, he saw the lights of a ship on the port side, about two miles off. Her stern lights and deck lights alone were visible, none of the regulation lights showing. Witness thought she must have been a vessel bound for Macao. An attempt to get some of the rafts over was frustrated by the flames. The rafts were stowed on the skylight above the officers' cabins. The flames drove them forward to the bridge, but they could not stop there, as witness' cabin and the wheel house had caught fire, and were soon ablaze. The officers climbed down over the fore side of the bridge, and found some of the passengers and crew on the forecastle. He dropped the starboard anchor then, in order to get the vessel's head to the wind. The wind and the tide were in the same direction. This gave them about half an hour's respite, for the wind drove the flames back. Finally all had to jump for their lives. Some time before this the Mate and the Chief Engineer said they had seen the *Lintan* pass. They talked about this for a while. The vessel did not come close to and communicate with the *Tai On*, although the firing was still going on when she passed. When the officers left the bridge, witness saw three ships standing by, the nearest being about half a mile off. Witness was picked up by a boat belonging to the *Wo Kwei*, and at his request was transferred to a Hongkong bound vessel—the *Hoi Sang*. Before the officers left the ship the flames had got at the rockets, which were going off. The mate, Mr. Evans, became alarmed and jumped overboard with an oar to support him, but no lifebelt. He was fully dressed. This was the last witness saw of him. He was the first to go from the bows, and witness was the last—about 20 minutes later—the Chief Engineer having jumped out just before witness. Both witness and the Chief Engineer had climbed down to the rubbing streak. Mr. Evans went from the forecastle head, and landed in the water quite clear, striking nothing on the way. The flames had got right forward to the bows when witness and the Chief Engineer climbed on to the rubbing streak. The top sides against which they clung while on the rubbing streak became very hot, and they had to jump into the water.

In answer to Captain Robinson, Captain Wetherell said he did not see the *On Lee* after leaving the harbour. The generally accepted Wangmoon about 15 minutes ahead of the *Tai On*. Mr. Albert Prince, Chief Engineer of the *Hoi Sang* (now transferred to the *Sui Tai*), said he was on the deck of the *Hoi Sang* after leaving Wangmoon. He saw rockets fire from the *Tai On* as they sailed by, and he noticed that she was on fire fore and aft. They anchored between her and the *Shun Lee* and *Shui On*, which were already on the scene. He did not see any boats in the water at the time; neither did he see anyone jump overboard from the *Tai On*. Boats were lowered from the *Hoi Sang*, and about eight persons were picked up. He heard nothing about any difficulty in manning the boats. The *Hoi Sang* got under way again at 1 a.m., being the first to leave. He saw flickering lights, which he took to be native craft. Some of them were quite close to the *Tai On*. Captain Wetherell explained that he threw some lights overboard, and thought that these were what witness saw. Mr. Thomas J. D. MacCartney, Chief Engineer on the *Tai On*, stated that he was sitting down before the forecastle grille on the port side when he heard shots and shouts on the starboard side of the bridge. As he rose from his seat, a man fired at him from the centre of the bridge, and he was hit in the right hip. Witness fell, and the pirate, who rushed at him, fell over him in the dark. Witness tried to get up, but the pirate held on to his wrist, so he dragged him forward between the wheelhouse door and the shield. While they were scuffling the pirate held a pistol at witness' head, and at the same time he saw two heads and two pairs of arms coming up over the rail on the port side. The pirate shouted to them, he supposed, to tell them not to fire. The master then came out of the cabin with a gun and fired close past his face into the man, who fell dead. Witness' wound was not very deep, but was painful at the time. The master took witness into his cabin, and he had to lie on the deck, as he could not stand, and remained there loading firearms for the others. The pirates continued firing from aft, and the

officers and guards returned the fire. During a lull, the master and the mate fired rockets. Shortly after witness went out on the bridge he saw a ship pass on the starboard side, going up the river. He could not see people hanging over the side, looking at the *Tai On*. He recognised the vessel as the *Lintan*. She kept on her way. The rockets were bursting right above her, and she was close enough in witness' opinion to hear the firing. No shots were fired after the ship had been set alight. The *On Lee* passed the *Tai On* just before the latter got to Mawan Light. She remained in sight the whole time until after the attack commenced, and was still in sight when the rockets were fired on the *Tai On*. She was perhaps not near enough to have heard the firing, but she should have seen the rockets and flares. She did not turn back. Both signal rockets and bombs were fired when she was in sight. When the mate and witness went for their lifebelts, the former could not find his. He told witness he had not got one there. Both then went to the cabin to look for the belt, but the smoke drove them out. The mate asked witness if he could swim, and witness replied "Yes, a little." The mate said that he was all right, as he was a strong swimmer. The last witness saw of him was after he had jumped into the water, resting with both arms over the ear, drifting astern with the tide. There were two vessels at anchor standing by at the time, and another under way from Hongkong. Witness was about 15 minutes in the water before he was picked up by a ship's boat, belonging to the *Wo Kwei*. This boat had some time before witness jumped, but they refused to come and take the Captain and himself off. Witness swam to one of them, and was picked up. He asked the crew to row to the *Tai On* to take the Captain off, but they refused to do anything except take him to the *Wo Kwei*. This boat also picked up the quartermaster of the *Tai On*.

Captain Wetherell was recalled, and said that there were 38 of a crew on the articles, including himself. In addition to these there were 10 cargo coolies, four tally men, and an unknown number of runners and cargo brokers. There were also probably some extra cooks and boys, not on the articles.

The comrade of the *Tai On*, U Sui Sang, deposed that when the pirates rose he was in his office on the starboard side of the main deck, the door of which opened into the second class saloon. He first heard shots coming from forward. He ran out into the second class saloon, and lay down among the passengers. He was frightened, and did not try and find out what was the matter. The pirates came into the saloon, and went into witness' office and ransacked it. He saw about five or six of them, but he did not think he should recognise them as he could not see their faces well. The robbers wore dark Chinese clothing, and were apparently of the middle-class. They threatened to burn the ship, and told some of the passengers to call upon the master to surrender. The passengers refused to do so, so they shot some of them. "I did not see them shot," he said, "as I had hidden my head under a blanket. One bullet passed close to my leg, and hit one passenger." There were 33 passengers who paid fare. In addition to these there were about 80 runners, 16 cargo coolies, six cargo brokers, ten extra cooks and boys, and 38 of crew, making 513 souls on board all told. He did not know how many were saved. He jumped overboard, and hung on to the rudder till he was picked up.

In answer to Captain Wetherell, witness said he did not notice anything suspicious or unusual about the passengers in the second class, and there was the usual quantity of luggage, as far as he could see, but he did not take much notice. The grille barring passage from the main deck to the third class and that from the third class to the crew's quarters were locked. The keys were in the hands of the watchman who accompanied witness round.

Captain Wetherell explained that as far as he could gather, the pirates travelled first and second class, and passengers in these classes usually carried more or less luggage. He wanted to know whether the witness or his assistants knew if any of the passengers carried no luggage. Inspector Gordon, in charge of the Water Police, said the hull of the *Tai On* was towed into the Harbour about 10 p.m. on the 1st inst. There were remains of 17 bodies on board. From the amount of white ashes on board, he should think that many more were consumed. The *Shun Lee* brought back to Hongkong on the 28th ult. 120 survivors. The *Shun On* brought 32 Chinese, the Chief Engineer, and a Portuguese watchman. The *Hoi Sang* brought eight Chinese and the Master, and the *Hoi Ming* brought two more on the 30th ult. He had heard that 12 bodies were picked up on the 28th ult. and landed at Ki Au, being subsequently brought here by the Tung Wah Hospital authorities. On Monday 27 more bodies were brought in. He had also heard that one Portuguese watchman and 11 others who were on the *Tai On* had been reported as having reached Macao and Hongchow.

Antonio Dias, watchman on the *Tai On*, stated that he was stationed on the starboard side, and was armed with a rifle and a revolver. He knew how to

use the arms, as he had been trained as a soldier in Portugal. When the trouble began he was just about the foremost grille. He heard a sound of rushing feet over the bridge, and saw a man climbing over the bridge, and the door in the fore grille was closed after the firing commenced. Witness started firing at people climbing over the fore side of the bridge, and he shot five of these. Then he fired aft at the people who were firing from the after grille. None of the pirates got through that grille.

Wong Him, the third engineer of the *Tai On*, deposed that he was in the engine-room when he heard some shots coming from forward at about 10.10 p.m. Shortly afterwards the telegraph rang to stop, and he accordingly stopped the engines. Long afterwards he could not say the time—the telegraph signalled to go ahead again with both engines. He did not comply, because he was prevented by armed pirates. About 10 minutes after the vessel had stopped, three pirates came down and pointed revolvers at witness. They told him to stop the engines; he said they were already stopped. One of them told the fireman to stop the dynamo; he refused, and the pirates then struck him on the head with a revolver. Another pirate asked witness to stop, and he accordingly stopped the engines. They told him to take them to the key, as the Captain had it. Thereupon they told witness to take them to the Captain. Witness told them that he had to attend to the dynamo, or the light would go out, so they told the other two firemen to take them to the Captain. Then witness took the key the pirates had asked for from its peg, and threw it into the crank pit. The robbers did not see witness do this, as they had then gone to find the Captain. Just afterwards the telegraph was put to "ahead" again, but a man who was standing in the doorway from the third class directed his revolver at witness and forbade him to do so. Soon after this witness saw flames coming in from the main deck, through a crack in the door. He then went on to the lower deck and went forward to the grille and shouted to his folks to get out. Then he jumped overboard through the cargo port, which was open, being picked up by boats of the *Shun Lee* three hours later.

The second engineer of the *Tai On*, Wong Chin, was called at the request of Captain Wetherell, who said he desired to know why he did not come out of his cabin and assist in the defence of the ship, as he was armed. Wong Chin said he was asleep in his cabin when the trouble arose, and was awakened by a shot near his cabin.

The President—Well, what did you do?—I lay down. I got up when I heard the noise, but lay down again.

Why didn't you go out and assist those who were defending the ship?—I could not.

Why not?—If I had come out surely there would be somebody outside who would stop me, and kill me.

You were armed, were you not?—Yes. It was not in my pocket, though. It was, however, in my cabin.

Why didn't you get it?—I could not cope with many others.

What sort of arms did you have?—A revolver.

Witness proceeded that he heard a lot of noises in the No. 2 pilot's cabin. The pirates were requesting him to take them to the bridge, but he refused. Then there were two or three shots fired, after which it was quiet in there. He eventually joined the European officers.

Mr. J. P. Somerville, master of the *Shun Lee*, was next called. He told the Court that he left Kungmoon on the evening of the 27th, and passed Wangmoon about 8.30 p.m. After passing Wangmoon they met the *Lintan* coming up. The master hailed him, and told him that the *Tai On* was on shore further down. The *Shun Lee* was then two or three miles south of the Swallow Light. He had met the *On Lee* about 12 minutes earlier, also after passing Swallow Light. She made no communication to him. At that time the *Tai On* was not visible. He saw her rockets later, about eight minutes after passing the *Lintan*, and saw the lights of the vessel some five minutes later, and then anchored in 12 feet of water, about four cables from the *Tai On*. The *Shun Lee* drew 45 feet of water. He might have got closer to the *Tai On*, but the pilot refused to take her closer. About 10 minutes after anchoring he saw flames springing out from the *Tai On*, and realised that it was a case of piracy. He immediately ordered the boats out, and after some delay they were lowered. He saw no native craft in the vicinity.

Mr. A. Wetherhead, the Master of the *Shun On*, said that he met nothing coming up the river while he was on deck. He went below at Wangmoon. He was called at 11 p.m. by the Mate, who told him that the *Lintan* had hailed the *Shun On*, so say, so far as he could hear, that something had gone ashore. He went up on deck, and saw distress signals from the ship. He went on slowly, occasionally stopping, until he made out that the *Tai On* was on fire. He anchored about two and a-half to three cables from the *Tai On*. They had no trouble in getting so close, and no difficulty with the crew in getting out the boats.

The enquiry was then adjourned until 9.30 this morning.

SURVIVORS' REPORT.

The Kwong On Steamship Co. have now received the report of the Survivors, which states that the cargo shipped by the *Tai On* on her fatal trip, with the exception of a few packages of ironware, has been completely destroyed by the fire, and that nothing now remains on board but charred debris, which it is recommended should be destroyed.

The statement that the guard Silva has reached Macao appears to be incorrect. The guard who has reached Macao is Jose Conceicao, one of the men who was off watch at the time. He was picked up near Chinsan, and has been admitted to the hospital at Macao, suffering from three shot wounds.

THE N.Y.K. AND THE BUDGET.

EFFECT OF STOPPAGE OF SUBSIDIES.

THE RUMOURS OF AMALGAMATION WITH T.K.K.

In connection with several important points relating to the business policy of the Nippon Yusen Kaisha, Mr. Kato, Vice-President of the Company, is reported by a Tokyo news agency to have made the following statement:—

"As to the question of an increase of capital, it must be remembered that business companies are compelled to increase their capital only when they find it impossible to embark upon new and profitable work with the existing amount of capital. In the present and near future there is no room for any further development of the Company. It finds no necessity for increasing its capital, and the question has never been discussed at directors' conference."

"The non-passing of the Budget through the Diet just closed, including among other items the estimate for the shipping subsidies, is indeed a serious blow to the N.Y.K. and other shipping companies. If the subsidy is suspended on account of the non-passing of the Budget, the Company may be driven out of the field of competition. The new Government certainly will not overlook this matter."

"Various rumours are in the air about the amalgamation of the Company with the Toyo Kisen Kaisha. It must, however, be remembered that an amalgamation of two rival companies is not an easy matter. Some argue the necessity of joining hands by our shipping companies on the opening of the Panama Canal, but no one well acquainted with the shipping world will fail to realise the fact that it is futile to attempt to cope with large Western companies merely by a combination of our small concerns."—*Japan Chronicle*.

INTIMATIONS

CHS. J. GAUPP & CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL

INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD.,

LONDON.

ALEXANDRA BUILDINGS,

CHATEL ROAD.

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON

PILSENER BEER

A PURE LIGHT GERMAN BEER

FROM THE PILSEN DISTRICT,

POSSESSING ALL THE DELIGHTFUL

CHARACTERISTICS OF SUCH BEERS.

PER 1 DOZ. QUARTS \$3.00

" " " PINTS 2.00

(Plus Government Duty for Local Orders).

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory

organs, especially WHOOPING COUGH, CATARRH OF

LARYNX, ACUTE AND CHRONIC BRONCHIAL

CATARRH, ASTHMA, &c., which has been recognized

unquestioned by the highest authorities. Also the AFFECTIONS

OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

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P.O. Box, 35. Telephone No. 18.

Telegraphic Address: "DAILY PRESS."

(Codes: A.H.O. 5th Ed., Lieber's).

NEW ADVERTISEMENTS

CHINA EXPRESS COMPANY.

IN pursuance of an Order of the Supreme Court made the 1st day of May, 1914, in Original Jurisdiction Action No. 8 of 1913, I hereby give Notice that I have in my possession as Receiver in the above action at No. 3, Duddell Street, Twenty-five Packages Claim and take delivery of the same on or before the 20th day of May, 1914, I shall cause them to be sold by Public Auction and shall pay the net proceeds of such sale into Court to the credit of the Action.

H. C. ERENFELS,

Receiver of the CHINA EXPRESS COMPANY.

Hongkong, 6th May, 1914. [674]

TO LET.

ON 1st July, No. 3, SEYMOUR TERRACE, Good View of Harbour, Robinson Road Level.

Apply—

G. A. WOODCOCK,

Magistrate.

Hongkong, 6th May, 1914. [676]

ST. JOSEPH'S COLLEGE ASSOCIATION.

ALL Past Pupils, Members of the Association and others interested in education are invited to a MEETING which will be held at the College TO DAY (WEDNESDAY), 6th May, 1914, at 6.30 p.m., when a Resolution will be submitted expressing sympathy with the Christian Brothers on the death of Bro. Peter.

By Order,

J. P. BRAGA,

Hon. Secretary.

Hongkong, 4th May, 1914. [669]

WANTED.

WANTED FOR HONGKONG experienced Representative for High Class PRODUCE of Great Merit. Must correspond in English. Excellent opportunity and good prospects to applicant with undoubted references only.

Apply—

"PRODUCT,"

Care of "Daily Press" Office.

[638]

NOTICE.

THE Interest and Responsibility of MR. ALFRED BRYCE in our Firm CEASED on the 8th day of February last.

LEIGH & ORANGE.

Hongkong, 1st May, 1914. [634]

NOTICE.

MR. PATRICK CUMMING HUTTON POTTS and MR. HERBERT RICHARD BUDD HANCOCK have joined our Firm as Assistants.

BENJAMIN & POTTS.

Hongkong, 4th May, 1914. [664]

RADIUM THERAPY.

We can Supply

RADIUM BROMIDE for the treatment of Cancer and Skin Diseases, such as Lupus, Naevi, Angioma (Port-wine stain), Warts, etc., and anybody wishing to be so treated by this Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd.,

Representing—

WERNER RUDENBERG & Co.

(Shanghai).

RADIUM-HEIL-GESELLSCHAFT

m.b.H., Berlin.

[641]

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A.S. WATSON & Co., Ltd.,

and

MESSRS. THE MEDICAL HALL

to Supply our

SAUBERMANN RADIUM

EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.b.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.,

Shanghai.

Sole Agents for Hongkong and China

for the

RADIUM-HEIL-GESELLSCHAFT

m.b.H., Berlin.

[642]

INTIMATIONS

KOWLOON-CANTON RAILWAY (British Section).

NOTICE.

IMPORTANT ALTERATIONS TO THROUGH TRAIN SERVICE.

THE PUBLIC IS HEREBY NOTIFIED that, commencing on WEDNESDAY, the 6th May, 1914, and until further Notice, the following Alterations will take place in the present THROUGH TRAIN SERVICE between Kowloon and Canton and vice versa.

The EXPRESS TRAIN timed to leave Kowloon at 7.15 A.M. will leave at 7.42 A.M. and arrive CANTON at 11.30 A.M.

The SLOW THROUGH TRAIN timed to leave Kowloon at 11.35 A.M. will leave at 9.40 A.M. and arrive CANTON at 5.00 P.M.

The 11.35 A.M. TRAIN from KOWLOON will run to SHUM CHUN only.

The Morning Slow Through from CANTON will leave at 8.30 A.M. instead of 9.10 A.M.

The Afternoon Express will leave CANTON at 3.05 P.M. instead of 3.15 P.M.

The Last Train from CANTON will now leave at 6.15 P.M. instead of 7.15 P.M. and arrive Kowloon at 10.25 P.M.

The Local Trains on the British Section will remain as at present advertised.

For further particulars see Time Tables, which may be had on application at all Stations and at the Head Office Kowloon and Canton.

By Order,

R. BAKER,

Acting Manager,

British Section,

Kowloon-Canton Railway.

By Order,

THE ADMINISTRATION,

Chinese Section,

Canton-Kowloon Railway.

Kowloon, 1st May, 1914. [643]

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (Voluntarily Winding-up).

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911,

and

IN THE MATTER OF THE PAN HING HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PAN HING HOTEL COMPANY, LIMITED (寶興酒店有限公司), will be held at Messrs. U. RUMJAHN & Co.'s Offices at No. 6, Des Vaux Road Central, on SATURDAY, the 9th day of May, 1914, at 2 o'clock in the Afternoon, for the purpose of considering and, if thought fit, passing as an Extraordinary Resolution the following Resolution, that is to say: "That the Company be wound up voluntarily and that Mr. LO WAI SUN (盧蔚臣), Manager of the Company, be and he is hereby appointed Liquidator for the purpose of such winding-up."

Should the above resolution be passed by the requisite majority, it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting, which will be subsequently convened.

Dated the 1st day of May, 1914.

By Order of the Board,

LO WAI SUN,

Manager.

[664]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

SHAREHOLDERS are reminded that an EXTRAORDINARY GENERAL MEETING of the Company will be held at No. 3, Queen's Road Central, Victoria, Hongkong, being the Company's Head Office in Hongkong, on MONDAY, the 11th day of May, 1914, at 12 o'clock Noon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of April, 1914, will be submitted for confirmation as a Special Resolution.

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company 'to the exclusion of those heretofore prevailing.'"

By Order of the Board of Directors

C. PEMBERTON,

Secretary.

Hongkong, 25th April, 1914. [666]

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st MAY, 1914, the Price of Current will be Reduced to the following:—

Electric Light and Fans... \$0.24 per unit.

Power, Lifts, Heating and Cooking... \$0.07 1/2.

Power for Industrial Use... \$0.05.

Discounts will remain as before.

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 23rd April, 1914. [606]

THE CHINA IMPORT AND EXPORT LUMBER CO., LIMITED.

ARNHOLD, KARBURG & Co.,

General Agents.

WE HAVE THIS Day Opened a LUMBER YARD and OFFICES at North Point next to the Kwong Sang Hong Glass Factory.

The sailing Vessel "JANES TURT" has arrived with a well assorted Cargo of about 14 Million sup. ft. of

OREGON PINE.

Planks, Timber, Floorings and Spars.

Prices will be quoted on application. All Correspondence please address to—

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Letter Box No. 420. Telephone No. 1710.

Hongkong, 14th April, 1914. [650]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 37.

GENTLEMEN'S SHIRTS

THE FABRIC

is Best Zephyr, light in weight, strong in texture.

THE DESIGNS

are the newest effects in Shirts and Comprise a variety of Neat Stripes in all colours. The Dye is the best obtainable.

THE FINISH

is the best while the shape is fully fashioned by expert London Shirtmakers.

THE PRICE:

WITH STIFF CUFFS \$3.00 and \$4.00

OR

SOFT DOUBLE CUFFS \$4.00

THE "CRAWFORD" DOUBLE COLLARS

IN 1 1/2, 1 3/4, 2, 2 1/4 INCHES DEEP.

ALL SIZES \$4.50 PER DOZ.

LANE, CRAWFORD & CO.



THE NAME REMINGTON STANDS FOR

The Longest History.

The Widest Experience.

The Greatest Manufacturing Resources.

The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business.

From every angle and from every point of view the REMINGTON qualities are the "Recognized Leader Among Typewriters."

First and Always.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

SIEMSEN & CO., SOLE AGENTS for

Hongkong, Canton, South China and Formosa

[654]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—Sizes to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Hongkong, 2nd May, 1914. [662]



HAVE YOU USED KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample trial will be sent free of charge to all who write for it.

PRICE... 50 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 110, Wo Street, Hongkong.

Sole Proprietors:—

KAMINIA PERFUMERY COMPANY,

Poimby, India.

[667]

NOTICE.

NEITHER the Captain, Owners or Agents will be Responsible for any Debts Contracted by the Officers and/or Crew of the American Bark "JAMES TURT" during her stay in this port.

Hongkong, 9th April, 1914. [531]

TO THE MEDICAL PROFESSION

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—

NOMURA HOTEL,

15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong, 2nd December, 1913. [1388]

NOTICE.

NOTICE IS HEREBY GIVEN that A.H. THE SWEDISH TRADING COMPANY IN CHINA (LTD.) have been appointed AGENTS for THE FAR EAST OXYGEN & ACETYLENE CO., LTD., as from the 1st of May 1914. For particulars concerning welding, sale of gas or apparatus for welding purposes or any kind of repair please apply to the said Firm.

Address: QUEEN'S BUILDING, Top Floor.

Telephone No. 1033.

THE FAR EAST OXYGEN & ACETYLENE CO., LTD.

For the Board of Directors,

J. DE LA POMMERAYE,

Managing Director.

Hongkong, 1st May, 1914. [668]

PUBLIC COMPANIES

KROEWOEK JAVA PLANTATIONS, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on MONDAY, the 11th May, 1914, at 4 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 11th May, 1914, both days inclusive.

By Order of the Board of Directors,

J. A. WATTE & Co., Ltd.,

Secretaries and General Managers.

[670]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the Company will be held at the Company's Office, St. George's Buildings, on THURSDAY, the 14th May, 1914, at 1.30 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 25th February, 1914, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 23rd April, 1914. [611]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Underigned on MONDAY, the 18th May, 1914, at 11.30 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 18th May, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Agents.

Hongkong, 30th April, 1914. [644]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LIMITED, No. 16, Fadder Street, Victoria, in the Colony of Hongkong, on MONDAY, the 18th day of May, 1914, at 11.45 o'clock in the Forenoon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution:—

That Article 84 of the Articles of Association be altered by substituting the words "Twenty-five" for the words "Fifteen."

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.

Dated this 30th day of April, 1914.

JARDINE MATHESON & Co., Ltd.,

General Agents.

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SOCIÉTÉ DES PULPES ET PAPETRIES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21 Rue Jules Ferry, Haiphong, on MONDAY, 25th May, 1914, at 3 o'clock P.M.

Objects of the Meeting:—

To authorize an issue of 2,000 New Preference Shares of \$50 each in place of an issue of 3,300 New Preference Shares of \$50 each previously notified.

By Order,

LOWE, BINGHAM & MATTHEWS,

Local Secretaries.

Hongkong, 1st May, 1914. [666]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to \$88G, at \$6.37 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [559]

TO LET.

TO LET.

HOUSE in OBSERVATORY VILLAS?

Kowloon.

Apply to—

AREATON V. APCAR & Co.,

14, Des Vaux Road.

Hongkong, 17th March, 1914. [424]

TO LET.

TO LET.

No. 104, THE PEAK, FURNISHED.

Apply to—

S. J. DAVID & Co.,

Prince's Buildings.

Hongkong, 7th February, 1914. [294]

ROKKOSAN, JAPAN.

HOUSES are Cheap this year.

Apply to—

Box No. 13,

Care of "Chronicle" Office,

Kobe, Japan.

[604]

TO LET.

OFFICES in King's Building.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st May, 1914. [656]

ENTERTAINMENTS

THERE'S ONLY ONE THE HIPPODROME CIRCUS AND MENAGERIE.

ACKNOWLEDGED THE BARNUM OF THE EAST.

NEW ARTISTES! NEW ARTISTES! 30 IN NUMBER 30

ZOO OF PERFORMING WILD ANIMALS.

Trained and Performed by

DOMPTEUR G. URBAN.

The whole forming the most

POWERFUL COMBINATION OF ITS

KIND NOW

TOURING THE ORIENT.

LOOK For the visions of Salome Dance

LOOK (By TEN LADIES).

LOCATION: CAUSEWAY BAY.

In our

SPECIALY ERECTED MATSHEDS.

GRAND OPENING NIGHT!

SATURDAY, MAY 9TH,

AT 9.15 P.M.

MATINEES:

EVERY WEDNESDAY AND

SATURDAY, AT 4 P.M. SHARP.

Children Half-Price to Matinees only.

Box Plan at ROBINSON

PIANO Co., LTD., OPEN TO-DAY

AT 10 A.M.

For full particulars see Pictorials and

Handbills.

COL. BOB LOVE,

Touring Manager.

Hongkong, 4th May, 1914. [660]

TO LET.

TO LET.

OFFICES in Hotel Mansions, from 1st May next.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 10th April, 1914. [542]

TO LET.

No. 68, PEAK, MOUNT KELLET (Church Mission Society Bungalow), till 30th May, 1914. Partly Furnished. Cheap rent.

To Let till 31st October, 1914, No. 64, TAN PEAK, SEVEN ROOMS and Drying Room, furnished, including Electric Fans and Telephone.

No. 12, BEACONSFIELD ARCADE, Shop No. 5, MOUNTAIN VIEW, Newly painted and colourwashed. From 1st April, 1914.

No. 7, MOUNTAIN VIEW.

No. 7, STEWART TERRACE, PEAK.

No. 13, SHELLEY STREET.

No. 6, CAMERON VILLAS, No. 59, PEAK, To Let, Furnished, for one year, from 1st May, 1914.

"ROGATE," Austin Road, Kowloon; Unfurnished.

FOR SALE.

"GLENSHIEL," 124, Barker Road, 5 ROOMS, close to Tram Station.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 16th April, 1914. [655]

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

WINDSOR LODGE, Kimberley Road Kowloon, 6 ROOMS and Tennis Court.

No. 3, MINDEN VILLAS, from 1st April.

FLATS in Nathan Road and Humphreys Buildings, from 1st May.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.,

Alexandra Buildings.

Hongkong, 4th March, 1914. [287]

TO LET.

OFFICES, ROOMS, and GODOWNS on Ground and Second Floor, No. 14, Des Vaux Road Central, the Premises now occupied by the South China Morning Post, Limited.

Can be divided up to suit Tenants' requirements.

Possession, 1st May, 1914.

"WILLIAMS" FLATS, Wanchai Road, No. 4, Mosque Junction.

"THE NEUE," Five-Roomed Bungalow, No. 6, Garden and Tennis.

"HOMESTEAD," No. 46, PEAK. Immediate possession.

Apply to—

SANG KEE,

Care of COMPADORE DEPARTMENT HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong, 28th March, 1914. [477]

TO LET.

SHOP, No. 12, Queen's Road Central.

2 FAIRVIEW, Nathan Road, Kowloon.

Apply to—

STEPHENS & WILLSON

Hongkong, 11th December, 1913. [57]



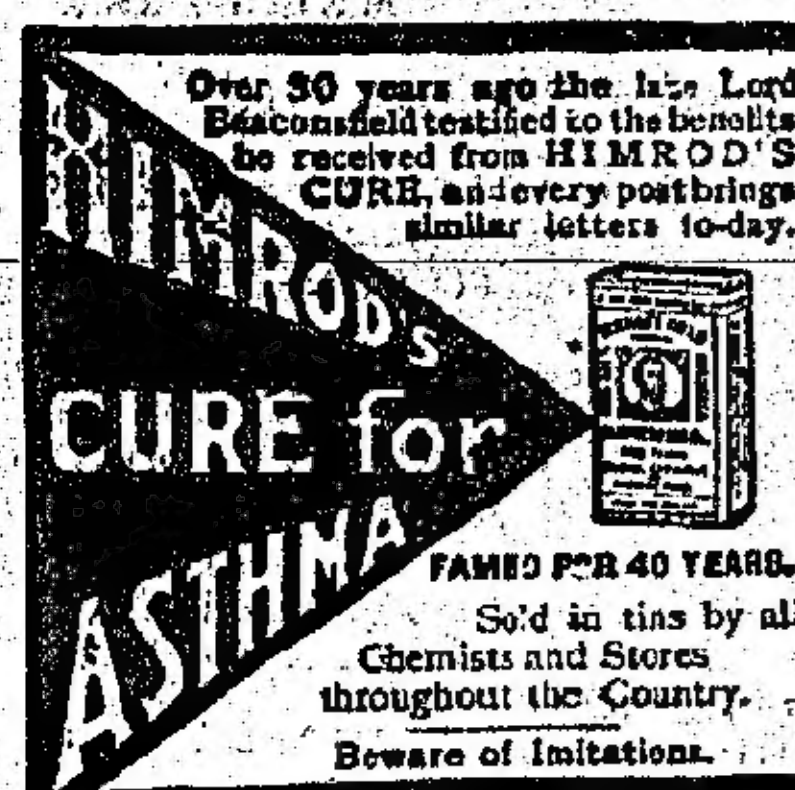
NAPIER & JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



-it must be Boveril

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken



"Oh! I say! It's Good!"
Cooling, refreshing and 'snappy'
"Montserrat" LIME JUICE
is the ideal Summer beverage.
Large supplies have lately been shipped from London.

THE NEW FRENCH REMEDY. THERAPION NO. 1
CURES DISCHARGE, STIFFNESS, WITHOUT INJURY.
THERAPION NO. 2
CURES BLOOD POISON, RASH, LUPUS, ETC.
THERAPION NO. 3
CURES GOUT, RHEUMATISM, GRAVEL, LUMBAGO, ETC.
SOLD BY ALL DRUGGISTS. PRICE IN ENGLAND, 2/6.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO "La France Médicale," 10, RUE DE LA HARPE, PARIS, FRANCE.
THERAPION
SEE THAT TRADE MARK "THERAPION" IS ON ALL BOTTLES. IF NOT, IT IS NOT THE GENUINE. INSIST ON HAVING THERAPION.

HAMBURG LETTER.

(SPECIALY WRITTEN FOR THE "HONGKONG DAILY PRESS.")

HAMBURG, April 5th.
THE COAL TRADE.

Serious complaint is made in the annual report of the Berg and Hütten Mannischer Verein (the Mining and Smelting Association) of Upper Silesia of the falling off in the home demand for Silesian coal and the growing consumption of British coal. This appears attributable less to the prolonged strike of the colliers and the ample supply of lignite as to the keen competition of British coals. Taking Berlin as a case in point we find that the total consumption in 1913 of coal and lignite was 2,652,494 tons less than in the previous twelve months; as only 4,243 tons lignite less have been used; whilst there has been an increase of 225,032 tons in the quantity of British coal supplied. The Silesian coal fields have suffered to the extent of over half a million tons (282,443,032). They supplied in round numbers two million tons or 6,000 tons less than in 1907, the record year prior to 1912, whereas compared with 1907 the consumption of British coal shows an increase of over half a million tons, having amounted to something above a million tons and a half. In 1902 upper Silesia supplied 62.5 per cent. of the requirements of the capital, in 1913 the percentage had sunk to 43.7; the consumption of British coal having risen in the meantime from 15.25 per cent. to 56.5 per cent. It is chiefly British coal that is supplanting the Silesian article; in 1899 the Berlin Gasworks only used 143,000 tons of it whilst they have lately placed orders with British collieries for a million tons, almost the whole of their estimated requirements for the present year, the share of Silesia having dropped from 300,000 tons last year to 100,000 tons in the present one. German collieries, although possessing some of the richest seams in the world, have been forced by the keenness of British competition in the home markets to seek an outlet for their production abroad. It is therefore absolutely necessary that the imperial government, that every year makes greater demands on the purses of the public for the increase of its armaments, should in every way assist in the development of the resources of the country, and in cases like the present one devise means to prevent millions of marks going abroad in payment of an article which can be supplied equally well by Germany itself. The improvement and extension of inland waterways alone will not do it, as is proved by the fact that the River Oder has rarely been in so perfect a condition for navigation as last year; a reduction in the railway rates should be the first step, and is the most urgent as the drop in the freight market is giving British collieries and merchants a further advantage.

THE TOBACCO TRADE.

Similar complaints are voiced in papers connected with the tobacco trade; it is said that the cultivation of the plant is steadily declining, as cigarettes are taking the place more and more of pipes and inferior cigars for which German grown tobacco is chiefly used. As certain parts of the country depend to a great extent upon the cultivation of it, it is hoped that here, too, means may be adopted to check the retrograde movement.

THE COTTON EXCHANGE.

The Bremen Cotton Exchange which was founded some 35 years ago on the lines of the Liverpool Cotton Association with the object of furthering the interest of the trade by supplying telegraphic information from all the chief markets, by codifying as it were its rules and usages and by introducing a system of arbitration for the settlement of all disputes arising out of transactions made subject to them to the absolute exclusion of an appeal to law, has just published its annual report for the year 1913. It shows the wonderful development of the institution, the rules of which, almost identical with those of the Liverpool Association, are recognized all over the world and in a great part of the Continent regulate all transactions in cotton. The number of members in the past year amounted to 719, of which 189 were resident in Bremen and 530 in other cotton markets and spinning centres, 288 of these being associate members. The capital of the Association has grown to close upon a million marks exclusive of a pension fund for retired employees, widows and orphans of M. 390,000 plus reserves amounting to M. 353,255.99. 2,596,930 bales of cotton in all were landed in Bremen and the ports at the mouth of the River Weser against 2,767,024 in the previous year. 2,135,657 bales of cotton, linters and waste were arbitrated upon by the sworn experts of the Association against 2,554,284 in 1912; 245,578 appeals were lodged against their awards or barely 11 1/3 per cent. The total fees amounted to M. 593,233.77, besides M. 378,600 received for awards in 57 cases of arbitration and in 18 of appeal in disputes on other matters. The entire receipts were M. 969,502.29 and the working expenses M. 617,619.04, leaving a balance to be carried forward of M. 291,883.25, which has been placed to the credit of a special building fund, as extensive repairs of the exchange building have become necessary.

COMMERCE.

A more hopeful view of the commercial situation is slowly gaining ground in business circles, and the stock and share markets show a firm undertone, although transactions are not very large and the general public still holds back. Shipping shares have improved slightly in consequence of the understanding arrived at between the companies concerned with regard to the North Atlantic steamer pool. It has been decided to renew the same for a period of five years, provided some minor points still under discussion can be settled satisfactorily, failing this the combine to terminate at the end of December next.

Exporters continue to complain of the lack of orders from abroad and the iron industries show scarcely any signs of improvement, but there has been decidedly more doing in the textile trades, and it is hoped that after the holidays a steady, although perhaps slow, revival may set in all along the line.

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CLEANER**

AND FAR BETTER.

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COMPANY, LIMITED.**

**BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.**

Guaranteed against Typhoid and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

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ALWAYS IN STOCK.

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TO
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BY THE STEAMERS OF

**CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.**

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00, KOBE \$135.00, YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Ball between Japan Ports of call en route.
Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN				TO JAPAN			
YOKOHAMA	KOBE	NAGASAKI	HONGKONG	YOKOHAMA	KOBE	NAGASAKI	HONGKONG
LEAVE	LEAVE	LEAVE	ARRIVE	LEAVE	LEAVE	LEAVE	ARRIVE
11 June	12 June	14 June	11 June	16 June	17 June	19 June	16 June
18 June	19 June	21 June	18 June	24 June	25 June	27 June	24 June
25 June	26 June	28 June	25 June	1 July	2 July	4 July	1 July
2 July	3 July	5 July	2 July	8 July	9 July	11 July	8 July
9 July	10 July	12 July	9 July	15 July	16 July	18 July	15 July
16 July	17 July	19 July	16 July	22 July	23 July	25 July	22 July
23 July	24 July	26 July	23 July	29 July	30 July	1 Aug.	29 July
30 July	31 July	2 Aug.	30 July	5 Aug.	6 Aug.	8 Aug.	5 Aug.
6 Aug.	7 Aug.	9 Aug.	6 Aug.	12 Aug.	13 Aug.	15 Aug.	12 Aug.
13 Aug.	14 Aug.	16 Aug.	13 Aug.	19 Aug.	20 Aug.	22 Aug.	19 Aug.
20 Aug.	21 Aug.	23 Aug.	20 Aug.	26 Aug.	27 Aug.	29 Aug.	26 Aug.
27 Aug.	28 Aug.	30 Aug.	27 Aug.	3 Sept.	4 Sept.	6 Sept.	3 Sept.
3 Sept.	4 Sept.	6 Sept.	3 Sept.	10 Sept.	11 Sept.	13 Sept.	10 Sept.
11 Sept.	12 Sept.	14 Sept.	11 Sept.	17 Sept.	18 Sept.	20 Sept.	17 Sept.
18 Sept.	19 Sept.	21 Sept.	18 Sept.	24 Sept.	25 Sept.	27 Sept.	24 Sept.
25 Sept.	26 Sept.	28 Sept.	25 Sept.	1 Oct.	2 Oct.	4 Oct.	1 Oct.
2 Oct.	3 Oct.	5 Oct.	2 Oct.	8 Oct.	9 Oct.	11 Oct.	8 Oct.
9 Oct.	10 Oct.	12 Oct.	9 Oct.	15 Oct.	16 Oct.	18 Oct.	15 Oct.
16 Oct.	17 Oct.	19 Oct.	16 Oct.	22 Oct.	23 Oct.	25 Oct.	22 Oct.
23 Oct.	24 Oct.	26 Oct.	23 Oct.	29 Oct.	30 Oct.	1 Nov.	29 Oct.

1 Returning via Manila. 2 Going via Manila.
Steamers proceeding via Manila do not call at Shanghai.

According to the latest accounts the largest contributors to the armament levy are Frau Krupp von Bohlen and Halbach in Essen, who will have to pay M. 8,800,000. Count Guido Henkel von Donnersmark, a great landowner and iron-master in Silesia, down for M. 4,200,000, the Kaiser following with M. 4,100,000, the Grand Duke of Mecklenburg-Strelitz with M. 3,900,000 and the Prince of Turn and Taxis with M. 1,600,000.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Princess Alice*, which left here on the 28th April, at 8 p.m., arrived at Singapore on the 5th May, at 8 a.m.
The C.P.R. str. *Empress of Asia* arrived at Vancouver on the 3rd May, between 6 and 8 p.m.
The C.P.R. str. *Empress of Japan* left Nagasaki on the 5th May, at 2 p.m., and is due to arrive at Kobe on the 6th May, at 3 p.m.

PASSED THE CANAL.

March 31st—*Lennox, Atreus, O. J. D. Ahlers.*
April 3rd—*Pyrrhus.*
April 7th—*Ajax.*
April 14th—*Canton, Denbighshire, Hissaki Maru, Nile, Ping Suey, Sambia, Africa.*
April 17th—*E. F. Ferdinand, Machaan.*
April 21st—*Benarig, Keenun, Meinam, Ningchow, Sithonia, Indradeo.*
April 24th—*Benloman, Miyasaki, Maru, Polynesien, P. E. Friedrich, Prinz Ludwig.*
April 28th—*Ambria, Renvenue, Den of Air, Senegambie, Velours.*
May 1st—*Den of Oyl, Malta, Oanfa, Amazon, Segovia, Phemius, Rhesus.*

SHIPPING REPORT.

The British str. *Fookiang* reports: Calm to Paracels, afterwards strong N.E. wind, rain and high sea.



THE LATEST.

SONGS.

DANCES.

AND

SELECTIONS, etc.

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CAPITAL AND SURPLUS Gold \$7,000,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

2, Queen's Road, Hongkong, 31st October, 1913. [14]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABE, Chief Manager.

Hongkong, 1st July, 1911. [16]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000

Subscribed ... 1,125,000

Paid-up ... 562,500

Reserve Fund ... 465,000

BANKERS: BANK OF ENGLAND and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON, Manager.

Hongkong, 14th July, 1913. [23]

GRACA & CO.

PRINCE 87 (Hongkong Hotel Building). Dealers in:

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [63]

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ESTABLISHED A.D. 1850.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig-iron and Foundry Castings, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOO ROAD (2nd St. West of Central Market).

Telephone No. 515. [4]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds—

Sterling ... \$15,000,000

Silver ... \$17,650,000

Reserve Liability of Proprietors \$32,650,000

COURT OF DIRECTORS:

Hon. Mr. D. LANDALE—Chairman.

W. L. PATTENDEN, Esq.—Deputy Chairman.

S. H. DODWELL, Esq. F. LICH, Esq.

G. T. M. EDKINS, Esq. J. A. PLUMMER, Esq.

C. S. GUBBAY, Esq. Hon. Mr. E. SHELLIN.

P. H. HOLYAK, Esq. H. A. SIEBS, Esq.

C. LANDGRAF, Esq.

CHIEF MANAGER: Hongkong—N. J. STABE.

MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABE, Chief Manager.

Hongkong, 23rd April, 1914. [16]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000

Reserve Fund ... £1,200,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.

Hongkong, 31st March, 1914. [1494]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (22,500,000)

Paid-up Capital ... Fl. 17,407,000 (2,150,688)

Reserve Fund ... Fl. 6,518,000 (2548,166)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEANONS BANK, SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager.

No. 6, Des Vaux Road Central.

Hongkong, 3rd October, 1913. [21]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... 7,400,000

Reserve Funds ... 3,400,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Kienyang, Shanghai

Batavia, Kobe, Singapore

Bombay, London, Swatow

Calcutta, Manila, Tientsin

Canton, Moji, Yokohama

Delima, Nagasaki, Tientsin

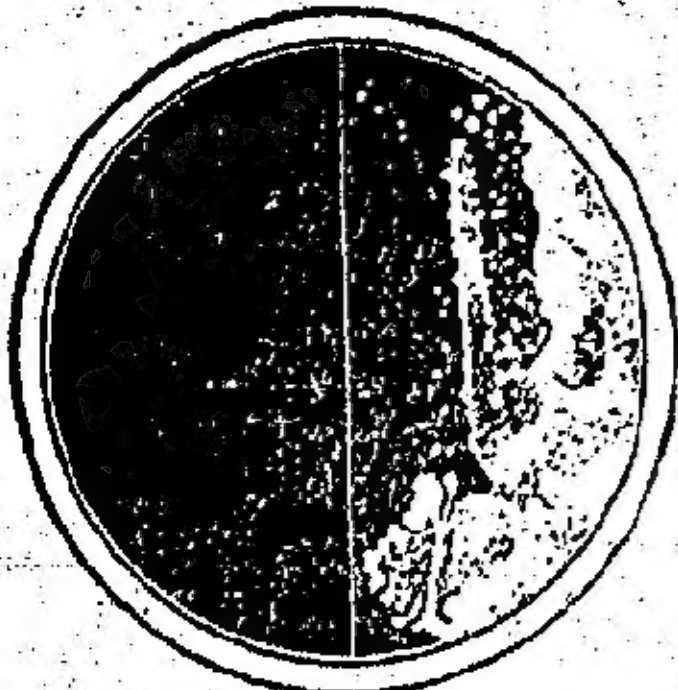
Foochow, Newchwang, Tientsin

INFECTIOUS DISEASES.

HOW TO PROTECT YOURSELF AGAINST THEM.

"In times of epidemic diseases," writes Sir Joseph Payson, M.D., "nothing is worse for a man than a state of nervous apprehension. At the same time sufficient real cause for anxiety exists, and a proper amount of precaution is right." Fortunately, there is now a most simple and efficient precaution against all infectious diseases, the germs of which attack us through the mouth and throat. This precaution consists in the occasional use of Formamint Tablets—a palatable and harmless germicide—which when sucked in the mouth have the unique property of destroying disease germs there and in the throat.

Formamint has gained a world-wide reputation as an effective aid in the prevention of sore throat, diphtheria, consumption of the lungs, influenza, scarlet fever, measles, etc.



How Formamint destroys typhoid germs. For explanation, read this article.

Moreover, later researches indicate that Formamint also has a strong preventive power against cholera and enteric fever. The extent to which Formamint will destroy the cholera bacilli has not yet been fully estimated, but as regards practical results the following letter speaks eloquently for itself.

The Medical Officer in charge of the Turkish Hospitals under British auspices during the war writes: "I would like you to know that, during the war in Turkey, when engaged with cholera cases, I invariably kept sucking Formamint Tablets and had no bad effects. I also made the nurses and other assistants suck Formamint. We all swore by them, and I am personally grateful to you."

That Formamint will also destroy the germs of enteric fever is evidenced by the laboratory experiment illustrated here.

A PRACTICAL HINT.

Considering how suddenly typhoid and cholera sweep over this country, the wise man who realises that "a proper amount of precaution is right" will make a point of always having Formamint Tablets at hand ready for emergencies.

Formamint can be obtained at all Chemists in bottles of 50 tablets, and if you would like to know more about it, A. W. E. W. will be very pleased to send you a booklet on the subject. Their address is 6, Kiukiang Road, Shanghai; please mention this paper when you write to them.

[182-F-283]

WEATHER REPORT.

On the 25th at 11.10 a.m.—The anti-cyclone has weakened. It is now central to the south-east of Japan.

A depression lies over Manchuria. Pressure has decreased moderately over China, Indo-China and the Philippines.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.

FORECAST.

Hongkong & Neighbourhood (East winds, moderate; fair at first, some rain later).

Formosa Channel (N.E. winds, fresh).

South coast of China between (The same as Hongkong and Lemoons.) No. 1.

South coast of China between (The same as Hongkong and Lemoons.) No. 1.

HONGKONG TIDE TABLE.

From 6th to 11th May, 1914.

HIGH WATER		LOW WATER	
Days of Week	Time	Days of Week	Time
Wed.	6 m 54 s	Wed.	1 m 08 s
Thurs.	6 m 32 s	Thurs.	1 m 06 s
Fri.	6 m 08 s	Fri.	1 m 04 s
Satur.	5 m 44 s	Satur.	1 m 02 s
Sun.	5 m 20 s	Sun.	1 m 00 s
Mon.	4 m 56 s	Mon.	1 m 00 s
Tues.	4 m 32 s	Tues.	1 m 00 s

NOTICE TO KOWLOON RESIDENTS

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HONGKONG IRON MINING CO.

G. LANZIUS v. SIR PAUL CHATER.

SECOND DAY.

At the Supreme Court yesterday in Original Jurisdiction, before Mr. H. H. J. Gompertz, Chief Justice, the action was continued in which Mr. George Lanzius, a mining engineer, sues Sir Paul Chater, C.M.G., in connection with prospecting and mining transactions. The plaintiff claims: 1. The sum of \$45,000; 2, 150 fully paid up shares of \$100 each in the Hongkong Iron Mining Co., Ltd., or, in the alternative, the sum of \$15,650.

Mr. C. G. Alabaster and Mr. Eldon Potter (instructed by Mr. Willson, of Messrs. Stephens & Willson) appeared for the plaintiff, and Mr. Sharp, K.C. (instructed by Mr. Looker, of Messrs. Deacon, Looker, Deacon & Harston), represented the defendant.

Mr. Sharp, opening on behalf of Sir Paul Chater, said he proposed at that period of the case to argue upon the four issues which had been raised by the other side, and thus he would cover the ground to some extent which had been covered the previous day. He would quote authorities which perhaps might not be absolutely wedded to the issues, but in doing so he would be prepared to have any modifications. The first issue was as to the construction of the written agreement dated July 22nd, 1905, and that was the most important issue, because in this it was alleged that Messrs. Chater and Mody contracted to pay remuneration to Lanzius and MacMillan, to which their answer was emphatically in the negative. In the agreement, he submitted, there was absolutely no provision for the payment of remuneration. Messrs. Chater and Mody undertook to pay something, but what they did undertake to pay was expenses, for prospecting which were thought to be "proper and reasonable."

But that was not remuneration for services. The partners, and he of course spoke of Lanzius and MacMillan in that way, in company with Sir Paul and Mr. Mody, undertook to pay expenses, etc., altogether when there were no profits for division, and when there were profits they were to share. The partnership was such that, assuming Messrs. Chater and Mody failed as regards liability, which was very unlikely, then Lanzius and Mody would have become liable. Much had been made of the word "expenses" in the expression in the agreement to pay "such expenses for prospecting" as they think reasonable. Those were the only words upon which the argument was acerbic. Proceeding to examine the real legal meaning of the word expenses Counsel said he would ask his Lordship to say that it meant out of pocket expenses and not remuneration by way of wages. He quoted a case in "Stratford" in which Lord Campbell held that the word expenses in an agreement of that description meant out-of-pocket expenses; disbursements, not remuneration for wages due. When they came to the 1906 agreement they found that the expenses were charged to the partnership in equal proportion to the shares, and here plaintiff admitted that the expenses had been financed by Messrs. Chater and Mody.

All the expenses contemplated by the 1906 agreement were financed by these two gentlemen for the time being. It was perfectly clear that what was contemplated between Messrs. Chater and Mody at that time was to pay the expenses, and they all contemplated to share in the profits. So soon as the prospects of making money were realised Lanzius and MacMillan would have been entitled to a share in the profits. He would show that no remuneration had ever been paid either to Lanzius and MacMillan. He would prove that plaintiff expressly admitted, right up to the time of his going to Australia, that there was not any arrangement with Messrs. Chater or Mody entitling him to remuneration. He had evidence which showed that until quite recently plaintiff was never of the opinion that he was entitled to any remuneration for his services. Lanzius had admitted to remuneration. If Sir Paul was acting dishonestly, as possibly it might have been suggested to his Lordship, by withholding payment for three whole years' work, why had there been no letters of demand? Lanzius did not write at all until some time after the conclusion of the work in 1908, and that was not demanding money. Assuming the money had been withheld as had been suggested, it was incredible that there should have been no letters of demand. There was no evidence of any such letters. What did happen was quite the opposite, although it was alleged that Lanzius and MacMillan had made demands and that Sir Paul Chater had made promises. The letter he referred to as the only one was written by Lanzius to Sir Paul, coming from Sydney, after Lanzius had been working for three years. This letter referred to the weather and the kind of voyage experienced. No mention of money was made in the letter. Lanzius did refer to certain other undertakings in which he asked Sir Paul to come in with him, and concluded by saying that he (Lanzius) hoped he would hear from Sir Paul some time. In face of that, he suggested that Sir Paul had acted dishonestly and had withheld remuneration for three whole years, was grotesque. MacMillan wrote similarly to Sir Paul before he went to Burma and died. If remuneration had been in the minds of Lanzius or MacMillan they would surely have mentioned it; it would have been a large sum, for the other side alleged that there was an arrangement whereby Lanzius was to be paid \$1,500 per month

up to the date of the incorporation of the Company. The claim was only up to the time of the formation of the Company. And when the Company was being formed the four partners went into the whole of the accounts and things were agreed between them. Even then, if any remuneration had been agreed upon, it would have been mentioned and placed in the accounts. But no such thing had happened. What was agreed was that Lanzius and MacMillan should "act with us in prospecting," and to secure mining rights and develop the same. The partnership was to cover the operations right away from the commencement of the search to the development and exploiting. It had also been suggested that the scope of the agreement was limited to prospecting, but he said that it covered all possible mining preparations. It was a joint venture; Lanzius and MacMillan did not merely have an interest in the profits, they were part-owners of the property, which was the property of the partners. Counsel referred to Lindsay on partnerships, and added that it was only reasonable to suppose that Lanzius and MacMillan entered into joint partnership with Messrs. Chater and Mody. The former two had no money, the others put up the money, and, between the partners it was arranged that Messrs. Chater and Mody, having put up the capital, reserved to themselves the right to impose a sort of financial closure. As a matter of fact this was exactly what they did in 1908, and he would be able to prove that at that time also, when the prospecting, etc., was supposed to have been finished, Messrs. Chater and Mody employed expert engineers to go and report on the discoveries. Their report was so unfavourable that Messrs. Chater and Mody had no alternative but to decide not to proceed. The whole proposal as to the terms of the agreement of partnership came from Lanzius and Mody, and when it was submitted to Messrs. Chater and Mody they did not alter it in any material particular, and it was signed by all. Referring to the issue raised on the question of prospecting Counsel said they had to ask themselves what prospecting really was. There were licences which empowered persons to search for and procure specimens, and in this direction he held that prospecting covered all the work of this kind, no matter as to what its extent or length, and frequently the specimens could only be got at great expense. Prospecting had reference to one thing and one thing only, to get specimens and not the stuff in bulk as a commercial value. If a shaft was sunk that could not be suggested as prospecting; that was mining. The line had to be drawn between getting the bulk for sale and getting specimens. The Ordinance confirmed that, and in this case prospecting had no reference to the extending of the work. If his Lordship came to the conclusion that the relationship between plaintiff and defendant was a partnership, and he thought it was clear that the relationship was a partnership, then there was no implied undertaking to pay a salary. Counsel gave authorities to bear out this point, and went on to say that Sir Paul and Mr. Mody undertook to bear the expense if nothing was found, but Sir Paul said—and this was a talk among all four partners—if anything is found which can be exploited, and profits accrue, then you will have to bear your proportion of the expenses. His (Mr. Sharp's) claim was as provided for by the written agreement, and the other side held that there was a verbal promise attaching to that agreement, a verbal promise by Sir Paul Chater to pay remuneration for the work mentioned in the agreement. In the new case which had been put forward by the other side they did not rely on the written agreement, but upon a verbal one; and they did not rely on the old work of prospecting but on the new in developing and opening up the mine. The new claim was in every respect different to the old; and he said that though they were claiming remuneration the arrangement had been fixed. When the matter was so many years old it was said that there was a verbal agreement and verbal employment, dating from July, 1905. The new case was set up nine years after the first breach of the alleged agreement, and six years after the close of the work in the alleged contract. Why had all this space of time been allowed to elapse and why had no demand ever been made? There were only two reasons why a man should not pay for what was done: either he could not, or he was dishonest. It could not really be said that Sir Paul could not pay, and it had yet to be proved that he was dishonest. Counsel submitted that solely on the facts of the case of the other side was wholly unfavourable. Undoubtedly there was acquiescence, and acquiescence, he held, applied to the whole; there was full acquiescence between his client and plaintiff.

The hearing was again adjourned.

AMERICAN WOMEN VOTERS.

A POLL OF EIGHTY PER CENT. IN CHICAGO.

NEW YORK, April 7th.

Throughout Illinois to-day women for the first time in the history of the State exercised the franchise. In Chicago alone 212,500 women are registered, and are estimated that 80 per cent. of them cast their votes, compared with 70 per cent. of the 455,933 registered male voters.

There were 283 women candidates for seats on the Aldermanic Council, and the result of the election is eagerly awaited.

In other parts of the State 50,000 women are eligible to vote, and it is generally believed that the result of their enfranchisement will be the abolition of some 3,000 public-house licences.

Heavy rain did not deter the women from voting. Large numbers accompanied their husbands to the polling booths, and at an early hour scores of motor-cars driven by women were carrying female voters to the polls.

WOMEN SUFFRAGE IN FRANCE.

- PARIS, April 7th.

The Court of Cassation to-day passed judgment refusing women the exercise of political rights and registration on electoral lists, no legal measure having yet been passed conferring upon them these rights.

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
In bottles and half bottles. For Kidney and Kindred troubles, bladder trouble, Gout, Gravel, Arthritis.
VICHY GRANDE-GRILLE For Liver trouble and Biliousness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED.
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

STURGEON BRAND
JOHN & E. STURGE, Ltd.
Birmingham (England).
PRECIPITATED CHALK
(Calc. Carb. Precip.)
All Grades, from lightest to very dense, to suit all needs.
CITRIC ACID, BICARBONATE OF POTASH, ROCHELLE, SALTS, and PULV. SEIDLITZ.

PASSENGERS.

ARRIVED.

Per *Fookang*, from Singapore, etc., Rev. Davidson, Mr. Henry, Miss Henry and Master Henry.

Per *Empress of Russia*, for Hongkong, from Vancouver, etc., Misses N. and M. Roseman, Mr. and Mrs. T. J. Fisher, Mr. J. L. Clarence, from Yokohama, Mr. J. L. Bennett, from Kobe, Mr. A. C. Churchill, Mr. J. Pooley, Mr. L. Watson, Mr. C. J. Johnson, Mr. H. A. Lampman, from Shanghai, Mr. H. W. Winstead, Mr. and Mrs. A. G. Stephen and family, Mr. A. E. Leith, Mr. M. Eissler, Mr. G. K. Nuttall, Mr. G. A. Richardson, Mr. and Mrs. H. G. Gerin, Miss G. L. Coppock, Lieut. and Mrs. R. F. Maddux, Mrs. H. A. Lampman, Dowager Lady Chitwood and servants, Mrs. M. W. Wells, General Kelly and servant, Major A. McHardy and servant, Capt. Edge and servant, and Mr. J. Blode.

DEPARTED.

Per *Kumano Maru*, for Japan, etc., Mr. and Mrs. J. M. Forsyth, 2 children and nurse, Miss O. Macintosh, Miss C. Cameron, Mr. and Mrs. G. F. Bates, Mr. J. Easterbrook, Mr. T. Waugh, Mr. and Mrs. A. Macintosh, Mr. M. Yamada, Capt. K. Oura, Mr. and Mrs. W. Williams, Mr. Harris, Mr. and Mrs. F. Cockerill, Mr. H. L. Carnegie, Mr. G. F. Ainsworth, Mr. and Mrs. D. Strathfield, Mr. and Miss T. Talbot, Mr. and Mrs. F. Douglas, Mr. W. A. Thomson, Miss F. McFarland, Miss Hyland, Mr. and Mrs. M. A. Guterres, Mr. Ayling, Miss W. D. Lindsay, Miss E. Ayling, Miss Pollock, Miss Newton, Mr. Van Weeren, Mr. Babbitt, Mrs. M. Murray and 2 children, Mr. and Mrs. Shimizu, Mrs. L. Langberg and child, Messrs. D. Matsui, Mr. Finch, Nelson, O'Brien, U. Shimidzu, Shand, Ferguson, K. Kibudera, Nagasaki, Mrs. Takahashi, Mrs. B. Kibudera and Mrs. Kitamura.

TO DEPART.

Per *Tambo Maru*, for Seattle, etc., Mr. J. M. Irving, Mr. T. Tamenari, Mr. Chas. Robertson, Mr. K. Wataru, Mr. T. Sasaki, Mr. and Mrs. A. E. Warne, Rev. Dipper, Rev. Muller, Mrs. Wilson and 2 children, Miss Lee, Mr. and Mrs. Stetson and child, Mr. Chammer, Mrs. Groves and child, Mr. P. Nevill, Mr. C. C. Taylor, Mr. G. O. Hutton, Capt. Chas. Farnell, Mr. Thos. B. Wilson, Mr. E. Gallant, Mrs. Remedios, Mrs. Holm, Miss Collins, Mr. K. Tsuji, Mrs. A. Marques and Miss Marques.

Per *Nikko Maru*, for Australia, etc., Mr. Chaperon, Mr. Le Breton, Mr. and Mrs. Herrick, Consul Sugimura, Mrs. Geo. Mosser, Miss Georgia Mosser, Mr. and Mrs. Arias, Mr. and Mrs. McDerry, Mr. Fukushima, Mr. White, Mrs. Cohen, Miss Cohen, Mrs. Combe, Miss Hutton, Mr. H. J. David, Miss Neir, Mrs. R. W. Randolph, Mr. Higam, Miss Devereaux, Miss Cokell, Mr. R. E. Clarke, Mr. Davis, Mr. Kwamoto, Mr. and Mrs. Shibata, Mr. Ferguson, Mr. Andrews, Mr. Mortimer, Mr. McIntyre, Mr. and Mrs. Matsukoff.

APIOLINE
(CHAPOTEAUT)
LADIES SAFE REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to any other Menstrual and Purgative.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

NOTICES TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th May, at 9.30 A.M.

All Claims must reach us before the 13th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 30th April, 1914. [3]

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"FUERST BUELOW"

Captain F. Jaeger, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of this Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 6th May at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Frans" from Abus. Ex ss. "Bjora" from Drammen. Ex ss. "Sephora Worms" from Bordeaux. Ex ss. "Germania" from Gotaborg. Ex ss. "Bruna" from Elsinore. Ex ss. "Joh" from Drammen.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 30th April, 1914. [631]

S.S. "MAGELLAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss. "Normand" and from Havre, ex ss. "Medeo," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 11th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 14th inst., at Noon, or they will not be recognized.

All damaged packages will be examined on the 11th inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 4th May, 1914. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NIVARA."

Arrived Hongkong on 30th April, 1914, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained as the Goods are landed.

Options: Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 30th April, 1914. [1]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PENANG AND SINGAPORE.

THE Steamship

"GLENLOCHY"

Captain E. J. S. Blair, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 7th May, at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 30th April, 1914. [635]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"KINA"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 9.30 A.M.

All Claims must reach us before the 14th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 30th April, 1914. [632]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "MONTROSE"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance will be countersigned by the Undersigned.

DODWELL & Co., Ltd., Agents.

Hongkong, 4th May, 1914. [671]

NORDDEUTSCHER LLOYD, BREMEN, FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"HELGOLAND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Companies' steamers will be reduced to—
Single Fare by Night Steamer ... \$8.00
Return " (available also for return by day steamer) ... 10.00
Single Fare by Day Steamer ... 4.00
Return " ... 8.00
The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 6TH MAY, 1914.
8 a.m. HONGKONG. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

THURSDAY, 7TH MAY, 1914.

8 a.m. HONAM. 8 a.m. HONGKONG.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. S.S. TAIHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 10TH MAY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

CANTON-WUCHOW LINE.

S.S. SALAM, 588 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday and Friday, at about 6 p.m., and the other leaves Wuchow for Canton every Monday, Wednesday and Friday, at about 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBE AND POLYNESIAN ... On 17th May.
YOKOHAMA ... V. CIOTAT ... On 31st May.

HOMEWARD

MARSEILLES VIA PORTS ... On 19th May, at 1 p.m.
MAGELLAN ... On 2nd June at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong: 25th May. "SURAT" ... From Colombo: 17th June.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th July.

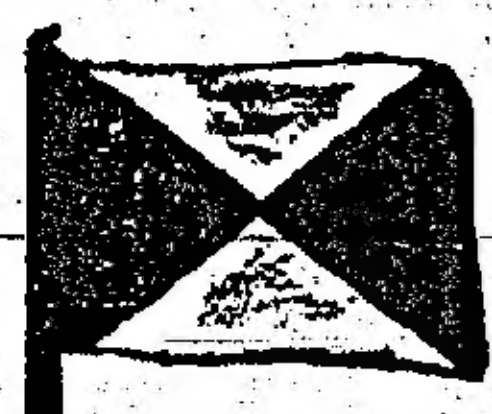
FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.



PHILIPPINES S.S. CO.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to
HONGKONG, 4th May, 1914.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA ... Sailing SATURDAY, 9th May, at 1 p.m.
SIBERIA ... SATURDAY, 16th May, at 1 p.m.
CHINA (via Manila) ... WEDNESDAY, 27th May, at Noon.
MANCHURIA ... SATURDAY, 6th June, at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cooking, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer Captain Leaving
"TACOMA MARU" ... T. Hamada ... THURSDAY, 14th May, at Noon.
"PANAMA MARU" ... J. Kanno ... WEDNESDAY, 27th May, at Noon.
"SEATTLE MARU" ... T. Saito ... THURSDAY, 11th June, at Noon.
"MEXICO MARU" ... N. Kobayashi ... WEDNESDAY, 24th June, at Noon.
"CANADA MARU" ... H. Yamamoto ...

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving
"INDO MARU" ... K. Komiya ... SATURDAY, 16th May, A.M.
"LUZON MARU" ... T. Miyata ... FRIDAY, 5th June, A.M.
"JAVA MARU" ... D. Fushigami ... MONDAY, 6th July, A.M.

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer Captain Leaving
"KAISO MARU" ... Y. Yamamoto ... WEDNESDAY, 6th May, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving
"DAIJIN MARU" ... K. Murakami ... SUNDAY, 10th May, at Noon.
"DAIGI MARU" ... S. Tokuzi ... SUNDAY, 17th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving
"SOBU MARU" ... K. Hattori ... WEDNESDAY, 13th May, at 10 a.m.

FOR CANTON.

Steamer Captain Leaving
"SOBU MARU" ... K. Hattori ... FRIDAY, 8th May.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soc. Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

741

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,500 tons, will leave as above on 15th May, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £4 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "NIPPON," 13,950 tons, will leave as above about 5th June.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surcharge. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Bruegel, Class 1 £2 15, II £4 15.

BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Paris, Calais or Bruegel, Class 1 £2 15, II £4 15.

BY RHEINER EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class 1 £2 15, II £4 15.

BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Wessling, Class 1 £2 15, II £4 15.

TO SHANGHAI.

S.S. "AFRICA," 8,940 tons, will leave as above on 1st June, at 6 a.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "E.F. FERDINAND," 12,000 tons, will leave as above about 30th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,

Hongkong, 6th May, 1914.

Princes' Building.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. F. L. Sommer KAGA MARU Capt. G. Tabusa AKI MARU Capt. Noma SADO MARU Capt. K. Asakawa	20,000 12,500 12,500 12,500 12,500	WEDNESDAY, 6th May, at 10 a.m. WEDNESDAY, 6th May, at 10 a.m. TUESDAY, 19th May, at 4 p.m. TUESDAY, 19th May, at 4 p.m. TUESDAY, 19th May, at 4 p.m.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	MIKKO MARU Capt. W. Taboda KUMANO MARU Capt. K. Soyeda	12,500 8,600 9,300	WEDNESDAY, 6th May, at Noon WEDNESDAY, 6th May, at 11 a.m.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SANUKI MARU Capt. Doguchi JINSEN MARU Capt. Terada BOMBA MARU Capt. ...	12,500 5,000 5,400	SATURDAY, 16th May THURSDAY, 7th May WEDNESDAY, 6th May
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	HAKATA AMRU Capt. Nomura	12,500	MONDAY, 11th May
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU Capt. Seino	13,500	TUESDAY, 2nd June, at 5 p.m.
MOJI and KOBE	HITACHI MARU Capt. Sai	12,500	THURSDAY, 7th May, at 11 a.m.

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Ball between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

(8-9-1)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	6 p.m. Tues. May 5	Noon. Sat. May 9	MOOLTAN	Friday June 5	Thursday June 11
May 14	ASSAYE	May 5	May 9	MOOLTAN	Friday June 5	Thursday June 11
May 21	INDIA	May 19	May 23	MOOREA	Saturday June 12	Friday June 18
May 28	DEVANHA	June 2	June 6	MALJOJA	Sunday June 20	Saturday June 26
June 4	DELTA	June 16	June 20	MARMORA	Monday July 1	Sunday July 7
June 11	HEMALAYA	June 30	July 4	MOLDAVIA	Tuesday July 8	Monday July 14
June 18	ASSAYE	July 14	July 18	MEDINA	Wednesday July 15	Tuesday July 21
June 25	DEVANHA	July 28	Aug. 1	MONGOLIA	Thursday July 22	Wednesday July 28
July 2	CHINA	Aug. 11	Aug. 15	EGYPT	Friday July 29	Thursday Aug. 4

THE ATTENTION OF PASSENGERS is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

	1st Saloon	2nd Saloon	3rd Saloon	4th Saloon	5th Saloon	6th Saloon	7th Saloon	8th Saloon	9th Saloon	10th Saloon	11th Saloon	12th Saloon	13th Saloon	14th Saloon	15th Saloon	16th Saloon	17th Saloon	18th Saloon	19th Saloon	20th Saloon
LONDON	£25	£15	£10	£5	£3	£2	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1
MARSEILLES	£21	£11	£6	£3	£2	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NILES	Due at LONDON
NAMUR	about 98	May 7	May 13	May 19	about 16	about 26
NOVARA	May 25	June 4	June 10	June 16	June 14	June 24
NELLORE	June 9	June 18	June 24	June 30	July 23	Aug. 7
*KHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	Aug. 30	Aug. 5	Aug. 21	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

* New Steamers.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single, £75 Return. 2nd Saloon £35 Single, £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single, 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

Superintendent.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	INDIA	10 A.M.	Freight and Passenger.
LONDON via USUAL PORTS	ASSAYE	Noon	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NAMUR	About 13th May.	Freight and Passenger.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE	About 15th May.	Freight and Passenger.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th May, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MOIHOW, PAKHOI and HAIPHONG	"SUNGKIANG"	On 6th May, 10 A.M.
SHANGHAI	"LUCHOW"	On 7th May, 4 P.M.
SHANGHAI and TSINGTAU	"CHENAN"	On 9th May, 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEIHOW"	On 12th May, 4 P.M.
MANILA, CEBU and LOILO	"TAMING"	On 12th May, 4 P.M.
MOIHOW and HAIPHONG	"KAIFONG"	On 13th May, 10 A.M.
SHANGHAI	"ANHUI"	On 14th May, 4 P.M.
SHANGHAI and TSINGTAU	"YINGCHOW"	On 16th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAI" and S.S. "SANUI".

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TSAN". Excellent Saloon accommodation. Ample; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TSAN".

COBEN LINE—SHANGHAI and TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "SHAOHSING" and the S.S. "KANGHOU", "LIANGGOW", "LUCHOW" and "YINGCHOW", having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woonan.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 6th May, 1914. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	23rd May.	On 25th May, 10 A.M.
ST. ALBANS	13th June.	On 15th June, 10 A.M.
EASTERN		On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to—
GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Opéra, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

FOR	STEAMSHIP	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	"REGOVIA"	28th May.
"	"PREUSSEN"	28th May.
"	"SILESIA"	18th June.
"	"C. FERD. LADISZ"	3rd July.
"	"SPENGLER"	17th July.
"	"SCANDIA"	27th July.
"	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or).	"SAMBIA"	17th May.
"	"SAXONIA"	10th June.
"	"SUEVIA"	12th July.
"	"SITHONIA"	31st July.
"	"BELGRAVIA"	8th Sept.
HAVRE, ROTTERDAM, BREMEN & HAMBURG	"BAYERN"	7th May.
HAVRE, ANTWERP & HAMBURG	"ARABIA"	14th May.
HAVRE, EMDEN & HAMBURG	"UCKERMARK"	14th May.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"BRISGAVIA"	24th May.
MARSEILLES, HAVRE, BREMEN & HAMBURG	"ALTMARK"	28th May.
HAVRE & HAMBURG	"FURST BULOEW"	5th June.
ROTTERDAM, HAMBURG & ANTWERP	"BRASILIA"	5th June.
ROTTERDAM, HAMBURG & ANTWERP	"WURTEMBERG"	12th June.
MARSEILLES & HAMBURG	"BREMEN"	23rd June.
HAVRE, EMDEN & HAMBURG	"REGOVIA"	4th July.
ROTTERDAM, HAMBURG & ANTWERP	"GOLDENFELS"	13th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having—Optimal Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Rosch	FRIDAY, 8th May, at 11 A.M.
"HAIYANG"	Capt. A. B. Hodgins	TUESDAY, 12th May, at 11 A.M.
"HAIHING"	Capt. W. G. Passmore	FRIDAY, 15th May, at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. Evans	WEDNESDAY, 6th May, at 11 A.M.
"HAIMUN"	Capt. J. Evans	SUNDAY, 10th May, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th May, 1914.

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots...	TUES., 19th May.
TENYO MARU	22,000—21 knots...	TUES., 16th June.
* NIPPON MARU	11,000—18 knots...	TUESDAY, 23rd June.
* HONGKONG MARU	11,000—18 knots...	FRIDAY, 10th July.
SHINYO MARU	22,000—21 knots...	TUES., 14th July.

Steamers via Shanghai will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines

and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "GREGORY APCAR", 4,600 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 6th May, at 3 P.M.

S.S. "JAPAN", 6,013 tons, Captain C. P. Madden, will be despatched for YOKOHAMA, KOBE and MOJI on 16th May.

WESTWARD

S.S. "MUTTRA", 4,644 tons, Capt. R. A. Holman, for SINGAPORE, PENANG, RANGOON and CALCUTTA on 8th May, at 3 P.M.

S.S. "TORILLA", 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—
DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 5th May, 1914.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJILIWONG	SHANGHAI	First half of May	JAVA	First half of May
TJIPANAS	JAVA	First half of May	SHANGHAI	Second half of May
TJITABOEM	JAPAN	Second half of May	JAVA	Second half of May
TJIMAH	JAVA	Second half of May	JAPAN	Second half of May
TJIBODAS	JAVA	Second half of May	JAVA	First half of June
TJIMANOEK	JAVA	First half of June	SHANGHAI	First half of June
TJILATJAP	JAVA	First half of June	JAPAN	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 6th May, 1914.

Telephone No. 1574.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD, YOKOHAMA: 32, WATER STREET
MANILA: MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"SUELOW"	16,900	{Wednesday, 19th May, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG"	18,300	{A-out Thursday, 14th May.
MANILA, ANGAUR, YAP, MAR-ONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	6,100	{Saturday, 16th May, at 9 A.M.
KOBE	"COBLENZ"	6,750	{About Tuesday, Capt. H. SCHMIDT.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	{Monday, 11th May, at 9 A.M. Capt. J. KORNHUBER.

All the Steamers of the Imperial Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	about
"BORKUM"	21st May.
"ALTAR"	26th May.
"DURENDART"	8th June.

HOMEWARD.

FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG:	S.S. "HELGOLAND"	about Middle of June.
FOR HAVRE, EMDEN AND HAMBURG/BREMEN	S.S. "BORKUM"	about End of June.
FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG:	S.S. "ALTAR"	Beginning of July.
FOR HAVRE, EMDEN AND HAMBURG/BREMEN	S.S. "DURENDART"	Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD. MELCHERS & CO., GENERAL AGENTS.

Hongkong, 20th April, 1914.

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THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Ships ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT of EVERY DESCRIPTION,

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212

Telegraphic Address—"TAIKOO DOCK"

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HONGKONG METEOROLOGICAL REGISTER.

ON SALE.

Hongkong Observatory, May 5th

	Previous Day	On Date	On Date
Barometer	30.05	29.97	29.93
Temperature	73	70	75
Humidity	51	87	56
Wind Direction	ESE	East	East
Force	4	3	4
Weather	c	op	c
Rain		0.01	

Highest open air Temperature on 4th... 74

Lowest open air Temperature on 4th... 69

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, JULY to DECEMBER,

1913. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS"

Office.
Hongkong, 6th March, 1914.

To be Obtained at the Office of

THE HONGKONG DAILY PRESS

Messrs. KELLY & WALES, LTD.

Hongkong, 18th February, 1914.

DIRECTORY AND CHRONICLE

FOR
CHINA, JAPAN, COREA, INDO-CHINA,
STRAITS SETTLEMENTS, MALAY
STATES, SIAM, NETHERLANDS
INDIA, BORNEO, PHILIP-
PINES, ETC.

FOR THE YEAR

1914.

